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**Volume 1 of 3**

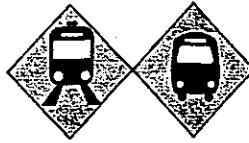
**Summary Report of  
Findings and Recommendations**

**Policy Advisory Committee  
Meeting Agendas and Minutes**

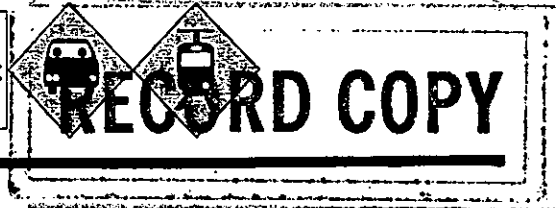
**Technical Advisory Committee  
Meeting Agendas and Minutes**

April 1999

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**I-66**  
CORRIDOR  
**Major Investment Study**



Welcome to the I-66 Corridor Major Investment Study. The material in this three-volume set provides documentation of the study process. The material includes the summary report of findings and recommendations prepared at the end of the study process, documentation of advisory committee meetings, and interim technical reports and memoranda produced throughout the study process. Below is a list of the contents in each volume.

### **Volume 1**

SUMMARY REPORT OF FINDINGS AND RECOMMENDATIONS  
POLICY ADVISORY COMMITTEE MEETING AGENDAS AND MINUTES  
TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS AND MINUTES

### **Volume 2**

#### **COMPENDIUM OF TECHNICAL DOCUMENTS ♦ 1997 THROUGH 1998**


- |  |                    |
|--|--------------------|
| • Screen 3 Findings and Technical Recommendation of a Preferred Investment Strategy                          | October 14, 1998   |
| • Screen 3 Strategy Definition   | August 19, 1998    |
| • Screen 2B Results and Recommendations for Screen 3   | June 10, 1998      |
| • Summary of Planning Assumptions  | May 12, 1998       |
| • Recommended Unit Cost Data for Use in Screen 2B  | April 6, 1998      |
| • Screen 2B Recommendations  | March 12, 1998     |
| • U.S. Route 29 Corridor Development Study   | March 4, 1998      |
| • I-66 and the Beltway   | February 20, 1998  |
| • Screen 2A Results  | January 21, 1998   |
| • Screen 2A Travel Demand Results and Conclusions  | December 11, 1997  |
| • Screen 2A Travel Modeling Results  | December 10, 1997  |
| • Final Purpose and Need Statement   | November 25, 1997  |
| • Travel Mode Sensitivity to Auto Operating Costs  | November 12, 1997  |
| • Summary of Goals and Evaluation Measures   | November 1997      |
| • Screen 2 Strategy Refinement   | November 1997      |
| • Draft Northern Virginia Regional Travel Model<br>Model Update and Validation Report (under separate cover) | September 1997     |
| • Draft Screen 2 Multi-Modal Investment Strategies Network Definition  | September 23, 1997 |
| • Growth in Households and Employment in the I-66 Corridor Land Use<br>Forecasts, Version 5.3                | September 17, 1997 |
| • Screen 2 Multi-Modal Strategies  | August 1997        |
| • 1990 and 2020 Corridor Travel Patterns   | July 9, 1997       |
| • Assumptions Regarding the Capital Beltway  | July 1, 1997       |
| • Screen 2 Multi-Modal Strategy Definition   | June 1997          |

### **Volume 3**

#### **COMPENDIUM OF TECHNICAL DOCUMENTS ♦ 1995 THROUGH 1996**

- |  |                    |
|--|--------------------|
| • Screen 1B Travel Demand Forecasting Results          | October 17, 1996   |
| • Universe of Alternatives and First Screen Evaluation | January 9, 1996    |
| • Draft Purpose and Need Statement                     | September 1995     |
| • Methods Reports                                      | September 15, 1995 |
| • Informer Newsletter #1                               | September 1997     |
| • Informer Newsletter #2                               | February 1996      |
| • Informer Newsletter #3                               | November 1995      |
| • U.S. Route 29 Traveller Newsletter                   | December 1996      |





# **I-66 Corridor Major Investment Study Summary Report of Findings and Recommendations**

Presented by the Study Team for Selection of the  
Locally Preferred Transportation Investment Strategy

January 1999



# **I-66 Corridor Major Investment Study Summary Report of Findings and Recommendations**

## **PROJECT SPONSORS**

**Virginia Department of Rail and Public Transportation (DRPT)**

**and**

**Virginia Department of Transportation (VDOT)**

**Presented by the Study Team for Selection of the  
Locally Preferred Transportation Investment Strategy**

**January 1999**





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# **I-66 CORRIDOR MAJOR INVESTMENT STUDY**

## **EXECUTIVE SUMMARY**

### **BACKGROUND AND PURPOSE**

Over a three year period, the I-66 Corridor Major Investment Study (MIS) assessed the need for and the benefits and impacts associated with potential transportation improvements to accommodate projected growth in travel demands through the year 2020. Undertaken as a joint project of the Virginia Department of Rail & Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT), this in-depth study encompassed a 25-mile-long corridor centered on I-66. The study area extended from the interchange of I-66 with the Capital Beltway (I-495) on the east to the interchange of I-66 with U.S. Route 15 in Prince William and Loudoun Counties on the west.

This document summarizes the Locally Preferred Transportation Investment Strategy with the supporting reasons, and outlines a staging strategy to implement the recommended multi-modal transportation improvements.

### **LOCALLY PREFERRED TRANSPORTATION INVESTMENT STRATEGY**

The I-66 Study Team concluded that a multi-modal transportation investment strategy is required to accommodate projected travel demand in the study area in the year 2020. The elements of the technically recommended Preferred Transportation Investment Strategy are illustrated on **Figure S.1**, and described below.

- Extend the Metrorail Orange Line beyond the current Vienna Station terminus to the Centreville area.
- Construct a two-lane, reversible, barrier separated high occupancy vehicle (HOV) facility between I-495 and the vicinity of the proposed Route 28 Bypass.
- Add one general purpose travel lane in each direction to I-66 between Route 50 and I-495.
- Expand bus transit, VRE, and Metrorail services.
- Continuing coordination with other major projects that might affect the efficient functioning of the I-66 corridor.



### **Extension of the Metrorail Orange Line Beyond the Current Vienna Terminus**

Extend the Metrorail Orange Line to Centreville. Intermediate stations spaced approximately every two miles would be located near Chain Bridge Road (Route 123), Fair Oaks Mall / Fair Lakes, Stringfellow Road, and Centreville. With the exception of the proposed station near Chain Bridge Road, the general locations for these recommended station sites are identified in the Fairfax County Comprehensive Plan.

### **Provision of a Two-lane, Reversible, Barrier Separated High Occupancy Vehicle (HOV) Facility**

Construct a two-lane, reversible, barrier separated HOV facility from I-495 west to the proposed Route 28 Bypass (Tri-County Parkway) interchange or further. The specific terminus of the HOV facility will be determined in the National Environmental Policy Act (NEPA) activities following this study.

These barrier separated HOV lanes will operate one-way eastbound in the morning and one-way westbound in the afternoon. HOV entry and exit ramps will provide direct connections at major crossroads. Usage will be monitored to set occupancy requirements over time. Whether to locate the HOV facility on the north side or south side, or a combination of sides of the Metrorail line will be decided during the NEPA process.

### **Add One General Purpose Travel Lane in Each Direction to I-66 between Route 50 and I-495**

Add a travel lane and a full width shoulder to I-66 in each direction from I-495 to Route 50. This will provide needed capacity to this segment. In addition, west of the Route 50 interchange, converting the existing peak period, peak direction concurrent flow HOV lane to a permanent, full-time general purpose lane will provide four continuous general purpose travel lanes in each direction from Beltway to the terminus of the barrier separated HOV facility. Interchanges and overpasses would be reconstructed as necessary to implement all elements of the proposed strategy.

### **Expand Bus Transit, VRE and Metrorail Services**

Expand peak period bus service in the study area by about 140 vehicles and provide substantially more off-peak bus service. This additional bus service will focus on suburban transit centers and park-and-ride lots, with expanded service to corridor Metrorail stations and other nearby employment centers such as Tysons Corner and Merrifield.

In the 2020 Constrained Long Range Plan (CLRP), service frequency on the VRE Manassas Line increases from the present service of one train every 30 minutes to approximately one train every 20 minutes, with all trains stopping at every station along the line. To supplement this service increase, this study recommends "skip-stop" type service be added to VRE operations.

The CLRP in 2020 assumes operations of the Metrorail Orange Line from the Vienna/Fairfax-GMU Station at the same peak period service frequency of once every six minutes operated today. The CLRP also does not reflect the current "gap" trains originating approximately every six minutes during the AM peak period from the West Falls Church Station on the Orange Line. This study recommends that these "gap" trains operate from the Vienna Station. This would create an effective three-minute peak period service frequency east of Vienna to better meet projected demand. This service level would operate until rail transit operations are initiated in the Dulles Corridor.

### **Continuing Coordination with Other Major Projects**

Another important element of the recommendation is the need for continuing close coordination with other major transportation projects that will effect the operations of the I-66 corridor, particularly the Dulles Corridor Rail Project and the ongoing Capital Beltway Study. Improvements to the existing Beltway interchange are essential to support both the recommended additional general purpose travel lanes on I-66 and the proposed barrier separated HOV lanes.

### **IMPLICATIONS OF RECOMMENDATIONS**

The implications of these recommendations are as follows:

- Right-of-way preservation techniques for the entire package of recommended corridor improvements should be investigated soon. The identified techniques should be implemented to preserve and acquire the needed right-of-way for future transportation improvements. Implementation will likely follow a Record of Decision from the NEPA process.
- The costs of the recommended improvements are not reflected in the region's Constrained Long Range Plan.
- Implementing all of these recommendations will not completely alleviate projected study area peak period traffic congestion in the year 2020. However, making this package of improvements will allow more people to travel through the corridor especially during peak periods and will further improve mobility during off-peak periods.
- Complementary actions such as the proposed improvements to the Capital Beltway and the proposed Route 28 Bypass (Tri-County Parkway) will be needed in order to better accommodate projected east-west and north-south travel demands.
- The magnitude of north-south travel demands in the study area (particularly in the Route 28 and Fairfax County Parkway corridors) warrants additional consideration of multi-modal transportation improvements in those corridors. This is consistent with the Fairfax County Comprehensive Plan.

## CAPITAL COST ESTIMATE

The total estimated cost of the investment strategy is approximately \$1.3 billion dollars. The approximate distribution of this total estimated cost between the various recommended strategy elements is as follows in Table S.1:

**Table S.1**  
**CAPITAL COST OF RECOMMENDED STRATEGY**

STRATEGY ELEMENT	ESTIMATED COST (Millions of 1998 \$)
Metrorail to Centreville (incl. Rail cars)	\$ 657
HOV Lanes to Route 28 Bypass	\$ 100
General Purpose Lane – I-495 to Route 50	\$ 360
Bus and VRE Service Improvements	\$ 57
Right-of-Way (all elements combined)	\$ 75
<b>TOTAL</b>	<b>\$1,249</b>

### NOTES:

1. Extending barrier separated HOV lanes to Gainesville would require approximately an additional \$40 million.
2. These capital cost estimates do not include the cost of Beltway interchange improvements.
3. All costs are approximate and subject to change.
4. Costs are in addition to the Constrained Long Range Plan (CLRP).

## ANNUAL OPERATING AND MAINTENANCE COST

Implementation of the recommended investment strategy will add approximately \$8.7 million (1998 \$) in annual transportation system operating and maintenance costs. This includes the annual incremental cost of operating the recommended transit system improvements and the incremental cost of maintaining the recommended transit and highway system improvements.

## POTENTIAL RIGHT-OF-WAY IMPACTS

The proposed improvements will require the acquisition of additional right-of-way along I-66. Based upon the analysis completed to date, it appears that about 78 percent of the total frontage along either the north or south sides of I-66 between I-495 and Route 15 will **not** be impacted by the construction of the recommended improvements. Conversely, approximately 22 percent of the frontage along I-66 would be impacted somewhat, requiring some whole and some partial property acquisition.

Approximately 100 residential and 30 non-residential parcels will be impacted regardless of whether the HOV lanes are constructed to the north or south of the median area Metrorail tracks. The specific properties impacted, and the degree of impact, will be established during the NEPA activities.

## **IMPLEMENTATION STAGING PLAN**

Recognizing the need to conduct more detailed environmental and engineering studies, the implementation of the recommended transportation investment strategy for the I-66 corridor will be a multi-year process. The major elements of the implementation phasing plan are illustrated in **Figure S.2** and described briefly below.

### **STEP 1: (1999 – 2002)**

- Complete NEPA (National Environmental Policy Act) Clearance, including receipt of a formal Record of Decision (ROD) for all recommended strategy elements. The environmental review process will be used to resolve questions regarding:
  - Location of barrier separated HOV lanes on the north side, south side, or combination of sides of the Metrorail tracks.
  - Location and functional layout of Metrorail stations.
  - Location of the western terminus of the barrier separated HOV lanes.
  - Location and design of interchange improvements and HOV access.
- Coordinate NEPA clearance activities for the I-66 Corridor MIS recommendations with those associated with the I-66 / I-495 interchange project.
- Initiate increases in study area bus, VRE, and Metrorail service.

### **STEP 2: (2003 – 2004)**

- Secure and preserve right-of-way to accommodate all elements of the recommended I-66 corridor improvement strategy.
- Continue to increase study area bus service.
- Develop transit centers / park-and-ride facilities in I-66 corridor.
- Identify funding for the recommended I-66 corridor improvement strategy.
- Initiate final engineering design for the initial elements of the recommended corridor improvement strategy.



# PROPOSED I-66 STAGING AND IMPLEMENTATION PHASING

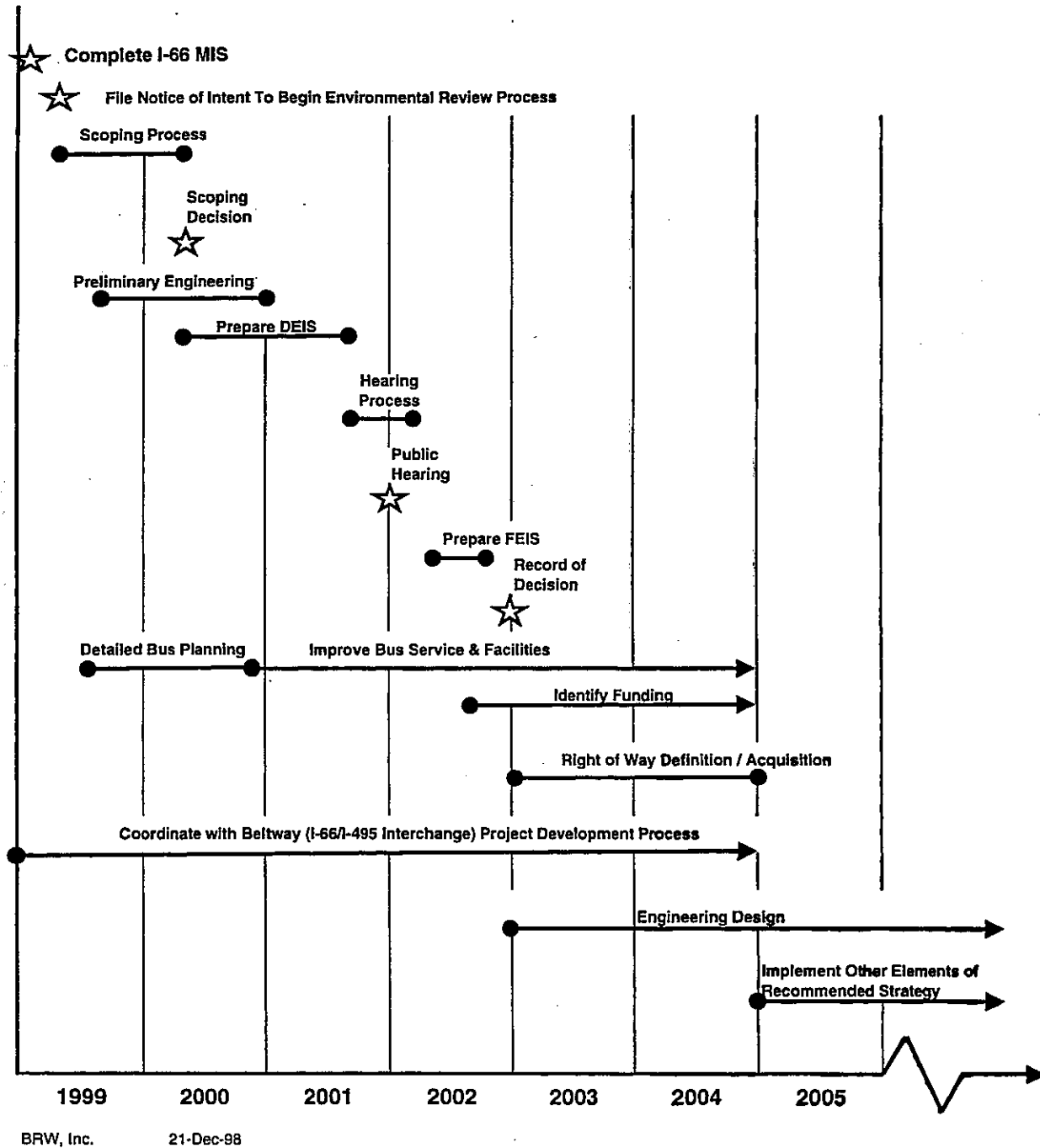


Figure S.2

### **STEP 3: (2005 and beyond)**

- Construct general purpose travel lanes and barrier separated HOV lanes and provide a median area Metrorail right-of-way envelope between the I-66 / I-495 interchange and the Route 50 / Monument Drive area. Coordinate this construction project with those for the I-66 / I-495 interchange and VDOT's proposed pavement reconstruction project for the I-66 mainline in this area.
- Reconstruct general purpose travel lanes and construct barrier separated HOV lanes and provide a median area Metrorail right-of-way envelope as necessary between the Route 50 / Monument Drive area and the ultimately defined terminus point of the barrier separated HOV lanes.
- Construct Metrorail extension from Vienna/Fairfax-GMU to Centreville area, including stations and supporting highway and transit facilities as ultimately defined during the NEPA process for the entire study corridor.

In addition, it is recommended that consideration be given to earlier project implementation to widen portions of Route 29 and Route 50 from 4 to 6 lanes as necessary between the Fairfax County Parkway (Route 7100) and the Capital Beltway (I-495) in accordance with the City of Fairfax and Fairfax County Comprehensive Plans and the currently adopted CLRP in order to provide a consistent 6-lane cross-section along these arterial routes. This could provide an improved alternative travel route during the I-66 construction period.

### **MAJOR REASONS FOR RECOMMENDATIONS**

Additional transportation system capacity is needed to support the expected growth in both population and employment in the study area over the next 20-25 years. The current population of the I-66 Corridor MIS study area is estimated to be approximately 269,000 persons, and is projected to increase to approximately 466,000 persons by the year 2020. This represents about a 73 percent increase over current levels. Similarly, total study area employment is projected to increase from today's level of about 162,000 jobs to approximately 296,000 jobs by the year 2020. This represents about an 83 percent increase over current levels.

The net effect of these projected changes in population and employment is an expected increase in study area related work trips by approximately 79 percent. Moreover, the current transportation system in the study area is already being heavily utilized by existing travel demands.

- Traffic volumes along portions of I-66 between U.S. Route 15 and I-495 have increased between 56 and 121 percent over the period 1985 to 1996. In 1996, the volume on the I-66 mainline just west of the I-495 interchange was approximately 196,000 vehicles per day.

- Traffic volumes on the north-south routes in the study have generally exhibited even more dramatic increases on a percentage basis than the east-west oriented facilities. For example, traffic volumes along U.S. Route 15, State Route 234, and State Route 28 at locations just north of their respective interchanges with I-66 have increased between 76 and 306 percent over the past decade.
- The approximately 5,000 parking spaces provided at both the Vienna/Fairfax-GMU and Dunn Loring/Merrifield stations of the Metrorail Orange Line are essentially filled to capacity by approximately 7:30 AM on a typical weekday.
- During the AM peak period, the single, concurrent flow HOV 2+ lane on eastbound I-66 accommodates approximately 9,250 persons in about 3,900 vehicles, for an average vehicle occupancy of 2.38. HOV 2+ vehicles transport approximately 38 percent of the total persons using eastbound I-66 in the AM peak period in approximately 17 percent of the total peak period vehicles.

Looking into the future, travel demands in the study corridor are projected to continue to experience significant increases. By the year 2020, it is estimated that:

- Work trips generated by study area residents will increase by about 79 percent over current levels. Work trips attracted to destinations in the study corridor will increase about 83 percent over current levels.
- About 46 percent of the total home-based work trips generated by corridor residents, will also have their destination in the study area. This represents about a 105 percent increase in the number of intra-corridor work trips in comparison to currently observed levels.
- The number of corridor generated home-based work trips destined for the DC core and the Maryland suburbs are projected to increase about 37 percent between 1990 and 2020. A majority of this increase will be destined for the Maryland suburbs via I-66 and I-495.
- Work trips generated by corridor residents destined for other locations in the Northern Virginia region outside of the I-66 study area are projected to increase from about 52,000 in 1990 to about 105,000 in 2020, a change of about 102 percent.

Clearly, increases in projected future travel demand of these magnitudes will place additional strain on what is already a heavily congested transportation system. Indeed, even taking into consideration the highway and transit improvements currently included in the regional fiscally Constrained Long Range Transportation Plan (CLRP), the forecasted 2020 travel demands in the study area warrant the provision of additional capacity in all transportation modes.

## **PUBLIC AND AGENCY COORDINATION**

The public and agency coordination process associated with the I-66 Corridor MIS was designed to broadly disseminate information and gather input from the affected local jurisdictions, transportation service providers and study area residents. Each element of the process was targeted to specific audiences and included a variety of formal and informal activities. The project's target audiences included the following:

- A Policy Advisory Committee (PAC) appointed by the Virginia Secretary of Transportation, and composed of ten local elected officials.
- A Technical Advisory Committee (TAC) composed of 17 staff members representing local jurisdictions and state, regional, and federal agencies.
- Citizens along the corridor, special interest groups, homeowner and civic associations, business and community groups and the general public.

Specific elements of the public and agency coordination process included the following:

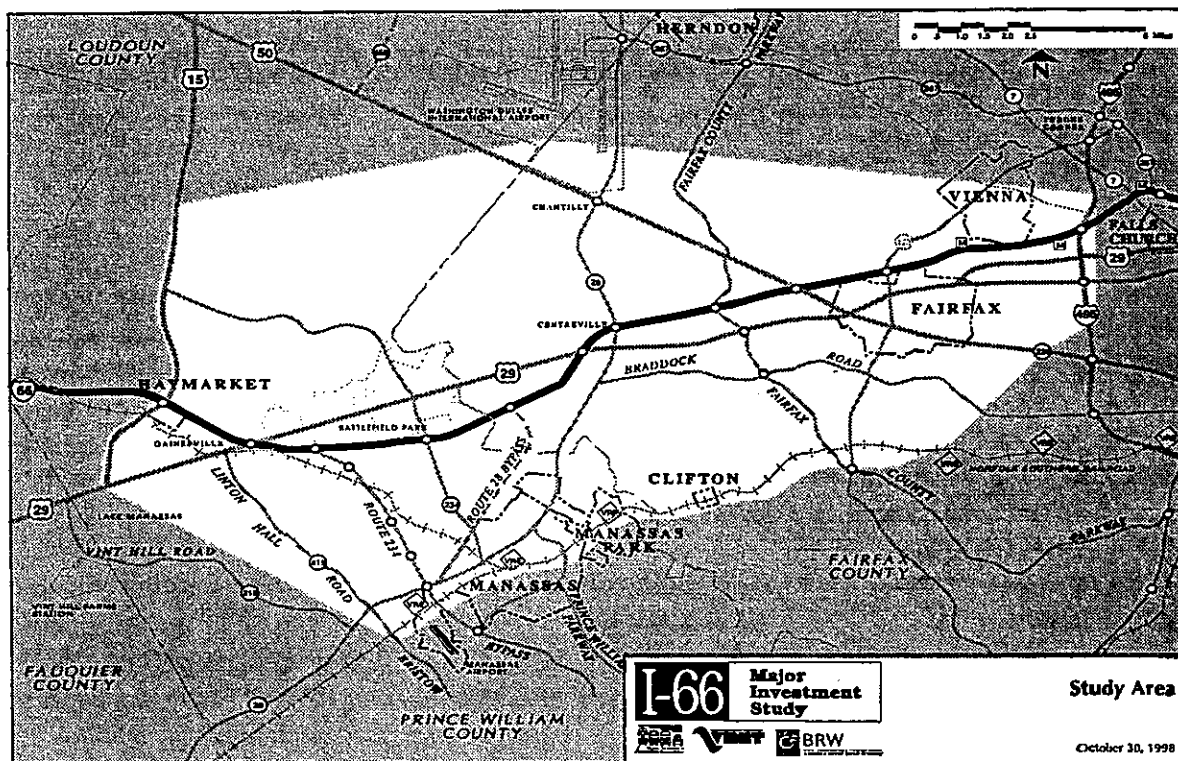
- A project mailing list containing over 1,600 names
- Toll-Free hotline (1-800-811-4661)
- I-66 Study Web Site (<http://www.state.va.us/drpt/i66index.htm>)
- Electronic mail ([travesky@aol.com](mailto:travesky@aol.com))
- Briefings to congressional delegation
- Briefings to members of the Northern Virginia Delegation to the General Assembly
- Briefings to local elected officials
- Briefings to business, community groups and public agencies
- Citizen workshops and public information meetings
- Informational publications including three newsletters and meeting announcements

## SECTION 1.0 - INTRODUCTION

The Virginia Department of Rail and Public Transportation (DRPT), in association with the Virginia Department of Transportation (VDOT), initiated a Major Investment Study (MIS) in late 1995 to evaluate potential transportation improvements along a portion of the Interstate Route 66 corridor in Northern Virginia. The study encompassed a 25-mile-long corridor centered on I-66 extending from the interchange of I-66 and I-495 in Fairfax County on the east to the interchange of I-66 and U.S. Route 15 in Prince William County on the west (**Figure 1.1**). This Major Investment Study built upon past planning efforts in evaluating the implementation of various transportation improvement alternatives in the corridor.

This Major Investment Study represents the latest chapter in the history of improvements to the I-66 corridor over a period of more than 40 years. As illustrated in **Table 1.1** an Interstate Highway link between Washington, DC and I-81 was originally proposed in 1956. Since then, the "I-66 Story" has been one of continuing improvement, and has included the provision of increased transportation capacity to serve general purpose highway, high occupancy vehicles, and transit travel demands.

Figure 1.1



**Table 1.1**  
**"THE I-66 STORY"**

<b>DATE</b>	<b>EVENT/ACTIVITY</b>
1956	I-66 (76 miles from D.C. to I-81) first proposed
1958 to 1964	Various segments west of the Beltway completed
1963 to 1964	I-66 4-lane divided freeway from the Beltway to Centreville constructed
1963 to 1964	Regional Metrorail system plan adopted
1977	Coleman Decision to construct I-66 inside the Capital Beltway
1979	I-66 from Route 29 at Gainesville to Fauquier County Line constructed
1982	I-66 inside Capital Beltway opens
1986	Metrorail service initiated from Ballston to Vienna
1993	Additional lane and HOV lane open from Beltway to Route 50
1994	Began construction of additional general purpose lane and HOV lane west of Route 50
1995	Opened widened segment between Route 50 and Centreville
1996	Opened widened segment between Centreville and Manassas
1997	Initiated design for widening between Manassas and Gainesville
1999	I-66 Major Investment Study Final Recommendations

This report represents the final step in the MIS and documents the selection of the Locally Preferred Transportation Investment Strategy (LPTIS). The remainder of this section provides an overview of the purpose of this document, a description of the overall I-66 Corridor MIS project, and the report organization.

## **1.1 PURPOSE OF DOCUMENT**

This document presents the Locally Preferred Transportation Investment Strategy for the I-66 corridor. The LPTIS report represents the final step in the MIS process, and provides the documentation necessary for the recommended strategy to be advanced to the next stage of project development. The next stage would be to conduct Preliminary Engineering (PE) studies and environmental review to satisfy the requirements of the

National Environmental Policy Act (NEPA) for any proposed improvements. The detailed evaluation of potential improvements in this MIS focused on the I-66 corridor between the interchange of I-66 with I-495 (Capital Beltway) in central Fairfax County and the interchange of I-66 with U.S. Route 15 at Haymarket in Prince William County.

The study produced a series of technical reports during definition and evaluation of the alternative multi-modal transportation improvement. **Table 1.2** lists these products.

This document does not repeat the contents of each of these various interim reports and analyses. Instead, it presents the rationale for the selection of the LPTIS, describes the elements of this recommended improvement strategy, and outlines a preliminary implementation phasing program. The information in each document listed in Table 1.2 is considered accurate at the time of its preparation. These materials have not been updated or revised to reflect the results of the increasingly more detailed technical analysis conducted later in the study.

## **1.2 PROJECT DESCRIPTION**

This study began with an analysis of the existing (1995) and forecast future (2020) land use and travel conditions in the study corridor, thereby establishing the Purpose and Need for the project. This analysis was documented in the **Draft Purpose and Need Statement** (September 1995) and in the **Final Purpose and Need Statement** (November 1997). Based upon the initial assessment of key findings and problems which were identified and documented in the **Draft Purpose and Need Statement**, a series of more specific goals and objectives for the I-66 Corridor MIS project were formulated. This was done through a collaborative process involving participation by DRPT, VDOT, the members of the project's Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC), and study area residents. (Please see Section 2.3 and the appendix for descriptions of these committees.) The following six goals and objectives formed the basis for the refinement of the original statement of purpose and need:

### *Transportation Service / Mobility*

1. Accommodate existing and future mobility demands.
2. Improve regional access to I-66 corridor activity centers and improve access from the I-66 corridor to the region.
3. Improve truck movement.

### *Adjacency and Area-Wide Environmental Impacts*

4. Coordinate the transportation improvements to complement existing and future land use.
5. Minimize the adverse transportation related environmental impacts and foster positive environmental enhancements with transportation improvements.

### *Transportation Investment*

6. Provide a cost-effective investment strategy for the I-66 corridor.

**Table 1.2**  
**LIST OF DOCUMENTS**

<b>DOCUMENT NAME</b>	<b>DATE</b>
Draft Purpose and Need Statement	September 1995
Final Purpose and Need Statement	November 25, 1997
Methods Reports: Travel Demand Forecasting, Station Area Planning, Alternatives Evaluation, Cost Estimating, and Public/Agency Involvement	September 15, 1995
Universe of Alternatives and First Screen Evaluation	January 9, 1996
Screen 1B Travel Demand Forecasting Results	October 17, 1996
Screen 2 Multi-Modal Strategy Definition	June 1997
Assumptions Regarding the Capital Beltway	July 1, 1997
1990 and 2020 Corridor Travel Patterns	July 9, 1997
Screen 2 Multi-Modal Strategies	August 1997
Growth in Households and Employment in the I-66 Corridor Land Use Forecasts, Version 5.3	September 17, 1997
Draft Screen 2 Multi-Modal Investment Strategies Network Definition	September 23, 1997
Screen 2 Strategy Refinement	November 1997
Summary of Goals and Evaluation Measures	November 1997
Travel Mode Sensitivity to Auto Operating Costs	November 12, 1997
Screen 2A Travel Modeling Results	(Revised) December 8, 1997
Screen 2A Travel Demand Results and Conclusions	December 11, 1997
Screen 2A Results	January 21, 1998
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Screen 2B Recommendations	March 12, 1998
Recommended Unit Cost Data for Use in Screen 2B	March 23, 1998 (Revised April 6, 1998)
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Screen 3 Strategy Definition	August 19, 1998
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<b>Newsletters:</b>	
Informer Newsletter #1	November 1995
Informer Newsletter #2	February 1996
Informer Newsletter #3	September 1997
U.S. Route 29 Traveller Newsletter	December 1996



These goals and objectives also represent the basis for the creation of the more detailed evaluation criteria and measures of effectiveness (MOEs) which were employed throughout the alternatives screening and evaluation process.

As illustrated on **Figure 1.2**, the alternatives screening and evaluation process was a multi-step activity, with the level of analysis representing an ever more detailed examination of a reduced number of alternative strategies. The overall alternatives evaluation and selection process is described in Section 3 of this document, with the rationale for selection of the LPTIS presented in Section 4.

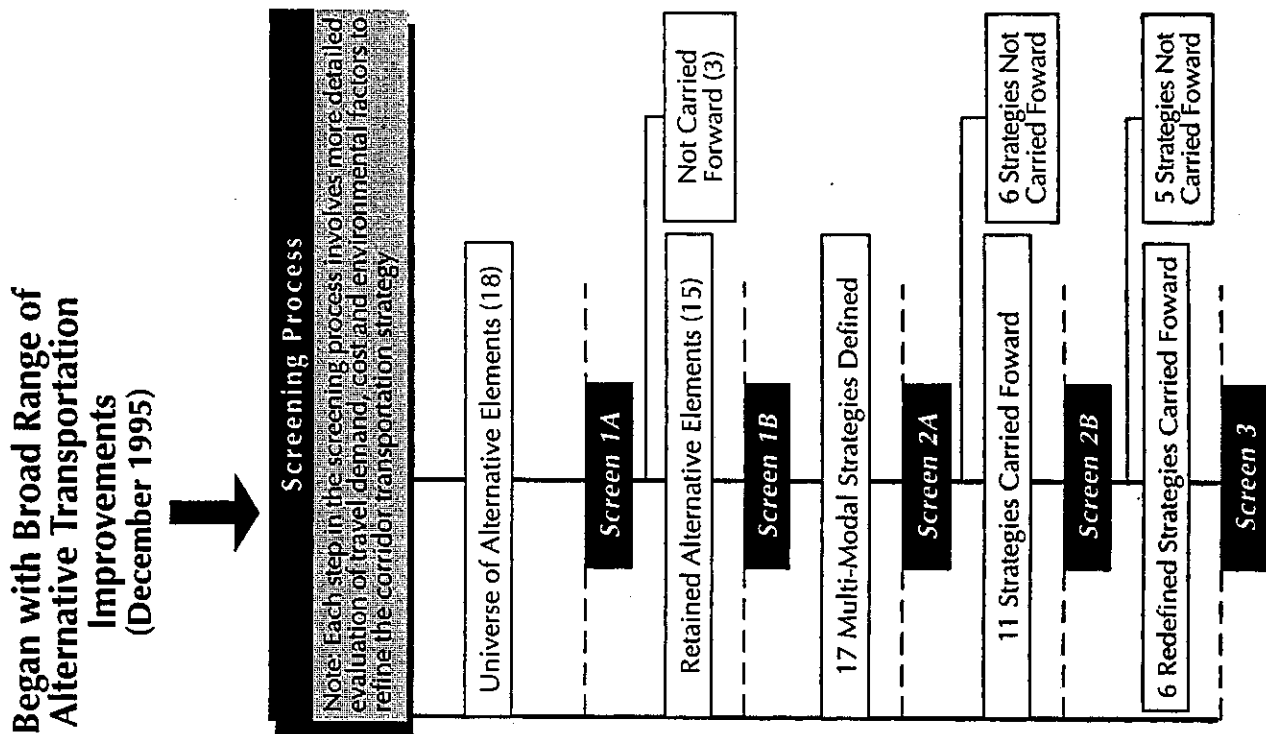
### **1.3 ORGANIZATION OF THIS REPORT**

This report is organized into five sections. Following this introduction, Section 2 contains a background description of the project and a summary of the statement of purpose and need. Specific transportation problems in the corridor are identified and a summary of the final group of alternatives considered to address these defined problems is presented. An overview of the public and agency coordination efforts is also included.

Section 3 presents a description of the screening methodology and the evaluation of the final group of multi-modal transportation strategies. Section 4 presents the rationale for selection of the LPTIS, and a detailed description of the physical and operating characteristics of the preferred transportation investment strategy. Finally, Section 5 presents the initially recommended implementation phasing plan, outlining the steps which will be required to bring the elements of the recommended transportation investment strategy into operation.

# Overview of the I-66 Corridor Major Investment Study (MIS)

Began with Broad Range of  
Alternative Transportation  
Improvements  
(December 1995)



Policy Advisory  
Committee Action  
Preferred Investment  
Strategy  
(Conclusion of MIS Process)

Secretary  
of  
Transportation

Public Review  
and Comment

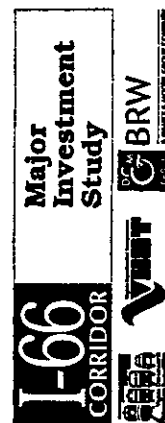
**Implementation**

- Funding
- Preliminary Design\*
- Environmental Review\*
- Final Design\*
- Right-of-Way
- Construction
- Operation

\* Public Meetings

Recommended  
Investment  
Strategy

Figure 1.2



December 21, 1998

## **SECTION 2.0 – BACKGROUND**

### **2.1 NEED TO CONSIDER TRANSPORTATION IMPROVEMENTS**

The I-66 corridor continues its historic rapid growth within Northern Virginia and the Metropolitan Washington Region. The defined limits of the I-66 MIS corridor include approximately one-third of the entire length of this facility between its western terminus at I-81 outside of Strasburg, Virginia and the Potomac River, which separates Arlington County, Virginia from Washington, DC. The study corridor also includes portions of U.S. Route 29 and U.S. Route 50 west of the Capital Beltway (I-495).

I-66 provides one of only two interstate highway connections between the nation's capital and points to the west, the other being I-270 in the State of Maryland. The other western freeway, the Dulles Toll Road and Dulles Greenway combined, remains within the metropolitan region. The I-66 corridor thus represents an important component of the surface transportation system in the western portion of the Washington Metropolitan Area and westward.

This section of the MIS project final report identifies those issues that now, and in the foreseeable future, establish the need for the consideration of additional transportation improvements in the study corridor. The analysis of information relative to existing and projected future population, employment, and transportation system performance clearly demonstrates the need to plan for, and to ultimately implement, transportation improvements that will provide a more balanced regional transportation system

#### **Projected Growth in Population and Employment**

Based on land use forecasts developed and adopted through the regional collaborative Transportation Planning Board (TPB) process, this study based the transportation strategies on the Metropolitan Washington Council of Governments (MWCOC) version 5.3 land use projections for 2020. Residences and employment within the I-66 Corridor MIS study area are both projected to increase significantly over the next 20-25 years, continuing the patterns which have been observed over the past several decades. For example, over the period 1980-1995, Fairfax County contributed about 31 percent of the total population growth of 900,800 persons within the entire Metropolitan Washington region. Although the regional growth rate is projected to slow somewhat over the next 20-25 years in comparison to that observed over the past two decades, it is still estimated that the region will add approximately 750,000 persons by the year 2020.

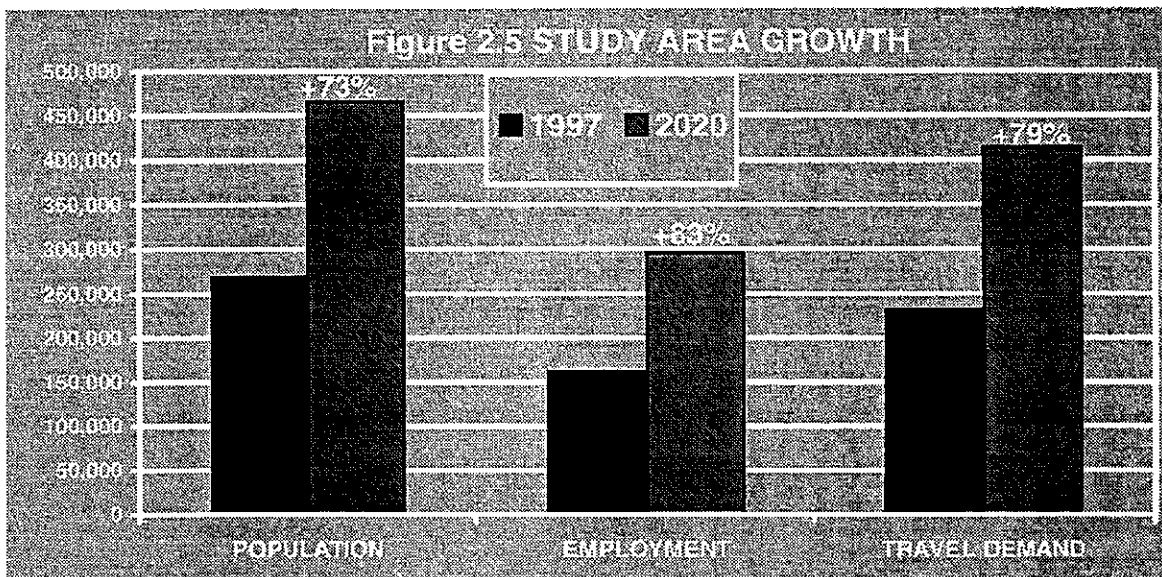
About 50 percent of this total projected regional growth will take place in Fairfax, Loudoun, and Prince William Counties, Virginia. Moreover, it is those areas of western Fairfax County, eastern Loudoun County, and western Prince William County which constitute the I-66 Corridor MIS study area that are anticipated to absorb most of this projected population growth.

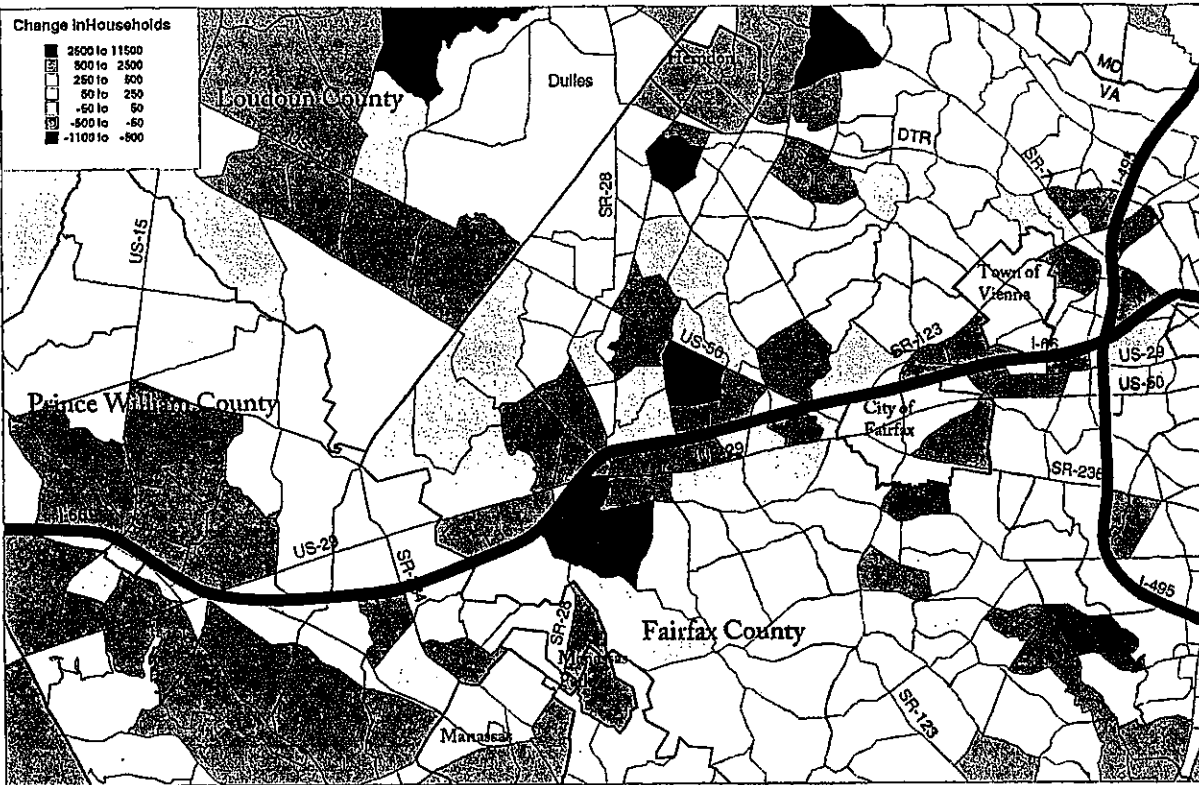
The 1997 population of the I-66 Corridor MIS study area, defined in Figure 1.1, is estimated to be approximately 269,000 persons. The most recent socio-economic projections anticipate that the study area population in the year 2020 will be approximately 466,000 persons. This represents about a 73 percent increase over current levels. The 1990 and 2020 dwelling unit growth by traffic analysis zone (TAZ) and the total number of dwelling units in 2020 by TAZ are shown on Figures 2.1 and 2.2.

Similar changes have been observed with regard to employment growth. Over the period from 1980 to 1997, employment in Fairfax County more than doubled, from 210,700 jobs to 507,000 jobs, an increase of about 141 percent. During the same time period, total employment within the entire Washington Metropolitan Region increased by about 57 percent, from 1,637,800 jobs in 1980 to 2,564,650 jobs in 1997. Thus, the employment growth in Fairfax County represented about 32 percent of the total job growth in the entire region.

Between 1997 and 2020, region wide employment is projected to increase by about 34 percent, to a total of about 3,428,700 jobs. Over this same time period, employment in Fairfax County is projected to reach a total of approximately 719,400 jobs, or about a 42 percent increase over current levels. Employment growth in Prince William and Loudoun Counties is projected to be even more dramatic in relative terms, with Prince William expected to gain approximately 85,000 jobs (an 83 percent increase over 1997 levels), and Loudoun County expected to gain approximately 56,500 jobs, an increase of about 116 percent over current levels. Within the defined I-66 Corridor MIS study area, total employment is projected to increase from today's level of about 162,000 jobs to approximately 296,000 jobs by the year 2020. This represents about an 83 percent increase over current levels. Figures 2.3 and 2.4 present the 1990 and 2020 employment growth by TAZ and the 2020 employment by TAZ.

Figure 2.5 illustrates study area population (persons) and employment (jobs) growth and associated growth in travel demand (daily trips).





Source: MWCOG Version 5.3 Land Use



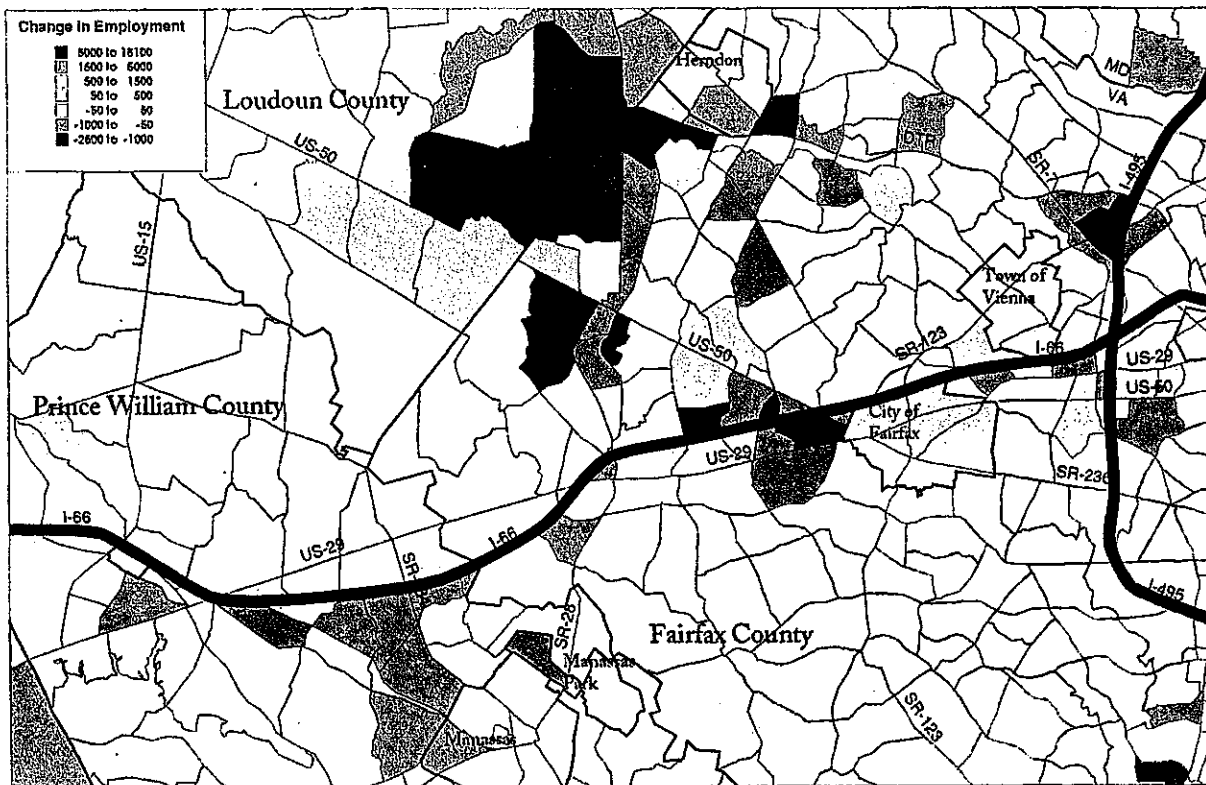
Figure 2.1  
2020/1990 Change  
in Households Per  
Travel Analysis Zone (TAZ)  
December 21, 1998



Source: MWCOG Version 5.3 Land Use



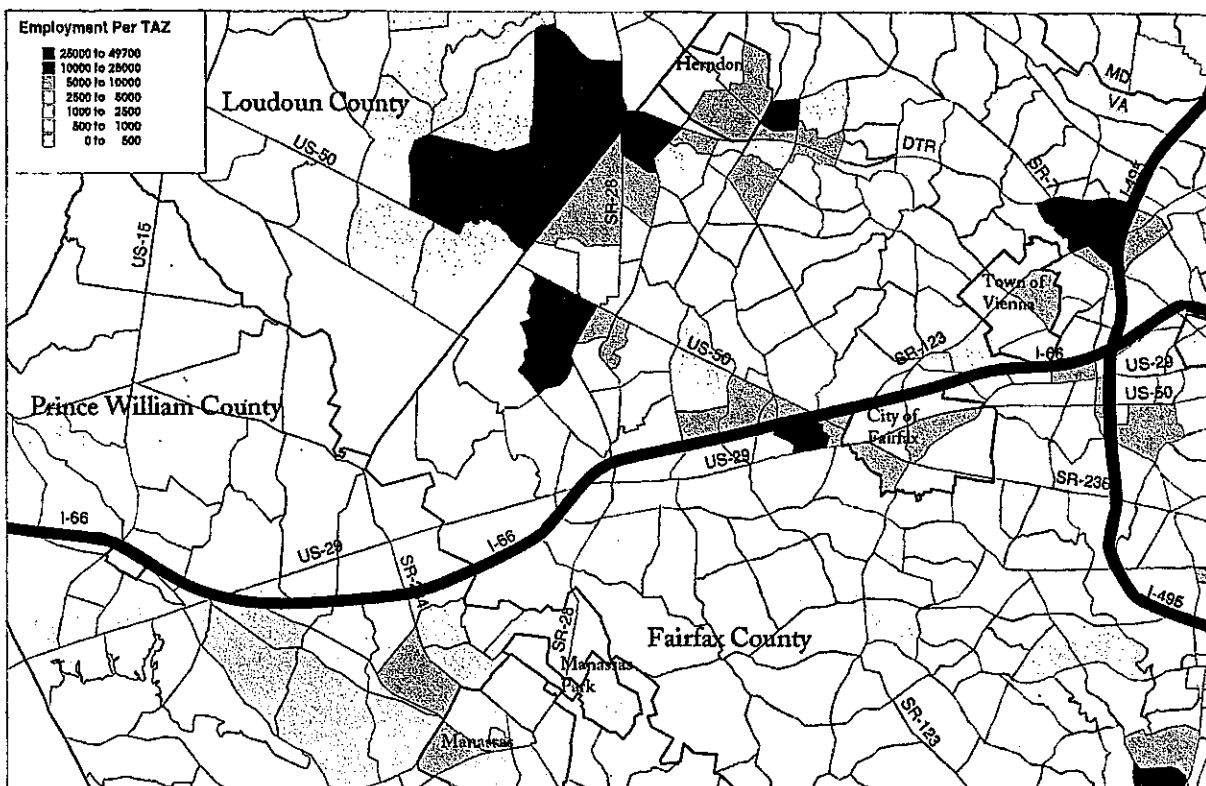
Figure 2.2  
2020 Households Per  
Travel Analysis Zone (TAZ)  
December 21, 1998



Source: MWCOG Version 5.3 Land Use



Figure 2.3  
2020/1990 Change  
in Employment Per  
Travel Analysis Zone (TAZ)  
December 21, 1998



Source: MWCOC Version 5.3 Land Use



Figure 2.4  
2020 Employment Per  
Travel Analysis Zone (TAZ)  
December 21, 1998

## **Transportation Facilities and Travel Demand**

The I-66 MIS corridor contains a mix of transportation facilities and services. These include an extensive highway network consisting of everything from narrow, two lane, rural roads following alignments originally established over 100 years ago, to major urban freeway facilities with concurrent flow peak period High Occupancy Vehicle (HOV) lanes. Complementing the study area highway network are a wide variety of public transportation services. These range in scope and complexity from the two route, local bus services operated by the City of Fairfax (the "CUE Bus") to the fixed guideway, heavy rail urban transit operations of the Washington Metropolitan Area Transit Authority's Metrorail Orange Line.

Historically, average daily traffic volumes have been steadily increasing on all of the major roadways in the study area. **Tables 2.1 and 2.2**, respectively, summarize the observed changes in traffic volume over the period 1985 to 1996 (the most recent year for which comprehensive data is available) for the major east-west and north-south highways in the study corridor. Selected key findings include the following:

- Traffic volumes along I-66 between U.S. Route 15 and the Capital Beltway (I-495) increased anywhere from 56 percent to 121 percent in a period of only 11 years. This is equivalent to average annual increases of between 4.2 percent and 7.5 percent. The maximum 1996 volume on the I-66 mainline of approximately 196,000 vehicles per day was observed just west of the Capital Beltway.
- Volume increases between 1985 and 1996 along U.S. Route 29 and U.S. Route 50 showed a similar variability, ranging from 26 percent to 62 percent along Route 29, and from 40 percent to 71 percent along Route 50. The highest observed volume along these two routes in the study area was approximately 70,000 vehicles per day on Route 50 just west of its interchange with I-66 near the City of Fairfax.
- Traffic volumes on the north-south routes generally exhibited even more dramatic increases on a percentage basis than did the east-west oriented routes. This is most particularly evident in the rapidly developing western portions of the study corridor. For example, traffic volumes along U.S. Route 15, State Route 234, and State Route 28 at locations just to the north of their respective interchanges with I-66 increased between 76 percent and 306 percent. In contrast, the percentage increases on the north-south facilities in the eastern portion of the study corridor ranged from 47 percent to 61 percent between 1985 and 1996.

The public transportation services and the HOV facilities that are currently operating in the study corridor are also being heavily utilized. Specifically:

- The approximately 5,000 parking spaces provided at both the Vienna/Fairfax-GMU and Dunn Loring/Merrifield stations of the Metrorail Orange Line are essentially filled to capacity by approximately 7:30 AM on a typical weekday.

Table 2.1

### HISTORICAL TRAFFIC GROWTH ON EAST-WEST HIGHWAYS IN THE I-66 CORRIDOR

HIGHWAY FACILITY / LOCATION	AVERAGE DAILY TRAFFIC VOLUMES			PCT. CHANGE 1985 - 1996	AVG. ANNUAL PCT. INCREASE
	1985	1990	1996		
<b>Interstate Route 66</b>					
West of U.S. Route 15	12,690	20,310	28,000	121%	7.5%
West of State Route 28	42,350	58,420	90,000	113%	7.1%
West of U.S. Route 50	58,960	86,960	96,000	63%	4.5%
West of Capital Beltway (I-495)	125,270	161,950	196,000	56%	4.2%
<b>U.S. Route 29 - Lee Highway</b>					
West of U.S. Route 15	23,050	28,350	36,000	56%	4.1%
West of State Route 28	24,040	28,920	37,000	54%	4.0%
West of U.S. Route 50	24,110	29,790	39,000	62%	4.5%
West of Capital Beltway (I-495)	24,575	27,780	31,000	26%	2.1%
<b>U.S. Route 50 - Lee/Jackson Highway</b>					
West of U.S. Route 15	7,885	9,860	13,000	65%	4.7%
West of State Route 28	13,590	19,095	19,000	40%	3.1%
West of Interstate Route 66	40,980	49,760	70,000	71%	5.0%
West of Capital Beltway (I-495)	34,755	42,505	58,000	67%	4.8%

Table 2.2

### HISTORICAL TRAFFIC GROWTH ON NORTH-SOUTH HIGHWAYS IN THE I-66 CORRIDOR

HIGHWAY FACILITY / LOCATION (All locations just to the north of I-66)	AVERAGE DAILY TRAFFIC VOLUMES			PCT. CHANGE 1985 - 1996	AVG. ANNUAL PCT. INCREASE
	1985	1990	1996		
U.S. Route 15 - James Madison Highway	5,285	6,375	9,300	76.0%	5.3%
State Route 234 - Sudley Road	7,245	9,000	13,000	79.4%	5.5%
State Route 28 - Centreville Road	11,340	17,135	46,000	305.6%	13.6%
State Route 7100 - Fairfax County Parkway	NA	16,024	54,800	NA	22.7%
State Route 123 - Chain Bridge Road	36,145	42,290	53,000	46.6%	3.5%
State Route 243 - Nutley Street	24,210	27,005	39,000	61.1%	4.4%
I-495 - Capital Beltway	128,000	160,190	206,000	60.9%	4.4%

Source: Average Daily Traffic Volumes on Interstate, Arterial, and Primary Routes  
Virginia Department of Transportation; 1985-1996



- During the three-hour AM peak period on a typical weekday, approximately 7,000 persons board Metrorail trains at the Vienna/Fairfax-GMU Station, with about 2,300 additional persons boarding at Dunn Loring.
- The Metrorail Orange Line trains which originate at the Vienna/Fairfax-GMU Station operate on six (6) minute headways during the AM and PM peak periods. The ridership on these trains is such that additional peak-period trains are operated from the West Falls Church Station just inside the Capital Beltway to accommodate the ridership demand along the portion of the Orange Line between West Falls Church and the Potomac River.
- Over 80 percent of the approximately 1,000 parking spaces at the three (3) existing Virginia Railway Express (VRE) commuter railroad stations in the study area are occupied on a typical weekday.
- On a typical weekday, about 55 percent of the approximately 1,220 parking spaces in the commuter park-and-ride lots in the I-66 Corridor MIS study area are occupied. The usage rates of the larger lots with express bus service to the Vienna/Fairfax-GMU Metro Station are in the range of 65 to 85 percent.
- During the AM peak period between the hours of 6:00 AM and 9:00 AM, the single, concurrent flow HOV 2+ lane on eastbound I-66 accommodates a total of approximately 9,250 persons in about 3,900 vehicles. This represents an average vehicle occupancy of 2.38 over the entire time period. In total, HOV 2+ vehicles transport approximately 38 percent of the total persons using eastbound I-66 in the AM peak period in approximately 17 percent of the total peak period vehicles.
- During the PM peak period between the hours of 4:00 PM and 7:00 PM, the single, concurrent flow HOV 2+ lane on westbound I-66 accommodates a total of approximately 8,050 persons in about 3,200 vehicles. This represents an average vehicle occupancy of 2.53 over the entire time period. In total, HOV 2+ vehicles transport approximately 43 percent of the total persons using westbound I-66 in the PM peak period in approximately 20 percent of the total vehicles.

Looking into the future, travel demands within the study corridor are projected to continue to experience significant increases. By the year 2020, it is estimated that:

- Home-based work trips generated by study area residents will increase to a total of approximately 414,000 trips, an increase of about 79 percent over current levels.
- Home-based work trips attracted to destinations in the study corridor will increase to a total of approximately 378,000 trips, an increase of about 83 percent over current levels.

- A large percentage of the home-based work trips either generated by or attracted to the study area have both their origin and their destination in the study area. In 1990 (the base census year for the travel forecasts), it was estimated that approximately 93,000 trips, or about 40 percent of the total home-based work trips generated in the corridor, had their destination in the corridor as well. By 2020, it is projected that approximately 191,000 trips, or about 46 percent of the total home-based work trips generated by corridor residents, will also have their destination in the study area. This 100,000 trip increase represents about a 105 percent increase in the number of intra-corridor work trips in comparison to currently observed levels.
- The number of corridor generated home-based work trips destined for the D.C. core and the Maryland suburbs are projected to increase from about 86,000 in 1990 to about 118,000 in the year 2020. A majority of this increase will be destined for the Maryland suburbs via I-66 and I-495. This represents about a 37 percent increase in travel demand between 1990 and 2020.
- Work trips generated by corridor residents destined for locations in the Northern Virginia region outside of the I-66 study area are projected to increase from about 52,000 in 1990 to about 105,000 in 2020. This represents a change of about 102 percent.

Clearly, increases in projected future travel demand of these magnitudes would place additional strain on what is already, in many parts of the study area, a heavily congested transportation system. To illustrate this, the projected travel demand patterns for 1990 and 2020 were assigned to the 1990 and 2020 highway networks and an assessment was made of the peak-hour / peak-direction volume to capacity ratio (V/C). The major findings from this analysis were as follows:

#### East-West Oriented Auto Travel Along the I-66 Corridor:

- In 1990, the PM peak-hour, peak-direction traffic demand exceeded the available capacity on the east-west routes just west of I-495 (V/C ratio = 1.43), and just west of the junction of I-66 and Route 50 west of the City of Fairfax (V/C ratio = 1.21).
- By 2020, traffic volumes will increase substantially, but those roadway improvements included in the Constrained Long Range Plan (CLRP) will provide some additional roadway capacity.
- By 2020, the PM peak-hour, peak-direction traffic volumes are projected to exceed the available capacity on the east-west routes at the following locations: just west of I-495 (V/C ratio = 1.42), just west of the Route 50 / I-66 junction (V/C ratio = 1.19), and just west of Route 15 (V/C ratio = 1.05). East of the Route 234 interchange, the projected traffic volume along I-66 will be approximately equal to available capacity (V/C ratio = 0.93).

### North-South Oriented Auto Travel Across the I-66 Corridor:

- In 1990, the PM peak-hour, peak-direction travel demand exceeded the available capacity of the north-south routes located on both the north side (V/C ratio = 1.05) and the south side (V/C ratio = 1.05) of I-66 from I-495 west to Route 50, and on the south side of I-66 between Route 29 at Gainesville and Route 234 at Manassas (V/C ratio = 1.11).
- By 2020, traffic volumes will increase substantially, but those roadway improvements included in the CLRP will provide some additional roadway capacity.
- By 2020, the PM peak-hour, peak-direction traffic volumes are projected to exceed the available capacity on the north-south routes located on both the north side (V/C ratio = 1.15) and the south side (V/C ratio = 1.18) of I-66 from I-495 west to Route 50, and on the north side of I-66 between Route 50 and Route 234 (V/C ratio = 1.12).

These projected congestion levels, even with the full implementation of all of the highway and transit system improvements within the corridor that are included in the currently adopted regional CLRP, clearly indicate the need to investigate the provision of additional transportation system capacity in the study area.

### **Transportation Facilities in the Constrained Long Range Plan (CLRP)**

The magnitude of the improvements to the existing transportation system within the defined I-66 Corridor MIS study area which are already included in the currently adopted CLRP are significant. These include, but are not limited to, the following:

- Completion of improvements to I-66 between Route 234 at Manassas and Route 29 at Gainesville to include an additional general purpose travel lane in each direction and a peak period concurrent flow HOV lane.
- Widening of I-66 between Route 29 at Gainesville and Route 15 at Haymarket to include an additional peak period concurrent flow HOV lane.
- Widening of Route 29 from 4 to 6 lanes through the City of Fairfax and from the City of Fairfax to the Capital Beltway.
- Construction of a grade-separated interchange at the junction of Route 28 and Route 29 in Centreville.
- Widening of Route 50 from 4 to 6 lanes from Stringfellow Road (Route 645) to Centreville Road (Route 657) and from the Loudoun County / Fairfax County line to Lee Road (Route 661).

- Widening of the Fairfax County Parkway (Route 7100) from 4 to 6 lanes through the study area.
- Widening of Route 15 from 2 to 4 lanes from Route 29 to the Prince William / Loudoun County line.
- Construction of the Route 28 Bypass (Tri-County Parkway) between Route 234 at Manassas and I-66, including a new interchange with I-66.
- Construction of a Western Fairfax VRE station.

Yet, in spite of these and other presently planned improvements, the projected congestion levels on the study area highway system in the year 2020 are anticipated to be worse and of longer duration than those observed today.

### **Planning Context**

The I-66 Corridor MIS planning process is consistent with the currently adopted transportation goals, objectives, and policies of the effected jurisdictions in the corridor.

All of the local jurisdictions within the defined I-66 Corridor MIS study area have adopted comprehensive plans which seek to achieve a balance between the travel demands generated by land development and the capacity of the multi-modal transportation system to accommodate those demands at an acceptable level of transportation service. In general, the comprehensive plans for the communities in the I-66 corridor have also all identified the desirability of an increased reliance on the use of multi-occupant autos, buses, and rail, as opposed to single-occupancy vehicles. Representative excerpts from these comprehensive planning documents are presented below:

Fairfax County Policy Plan – Transportation Goal: “Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. ....Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities.”

Prince William County Comprehensive Plan – Transportation Plan Chapter – GOAL: “To achieve and sustain a complete, safe, and efficient multimodal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.”

City of Fairfax Comprehensive Plan – Transportation Chapter – GOAL:  
“Facilitate safe and convenient vehicular, pedestrian and bicycle circulation within the City, while minimizing the adverse impacts of through-traffic and automobile pollution.”

## **Conclusions**

Based on the combination of the currently observed and projected future imbalances between travel demand and transportation system capacity, and taking into account increasing development pressures due to projected growth in population and employment in the study area, there clearly exists the need to develop and evaluate transportation improvement alternatives. As discussed in Section 3, this study has examined a range of multi-modal alternatives that can work together to improve accessibility, mobility, and goods movement in the study area.

The need for additional transportation system improvements within the study area, oriented to accommodate both east-west and north-south travel movements has been clearly identified. Any such improvements must also positively contribute to the most cost-effective utilization of the transportation improvements that have already been made, or are currently being planned for implementation in the region. The complete project Purpose and Need document provides more detailed background data and assessments of the various issues affecting travel in the I-66 Corridor MIS study area.

## **2.2 SUMMARY DESCRIPTION OF FINAL ALTERNATIVES EVALUATED**

As noted in Section 1.2, the alternatives screening and evaluation process associated with the I-66 Corridor MIS was a multi-step activity. The level of analysis associated with this effort represented an ever more detailed examination of a continually reduced number of alternative strategies. This section of the project Summary Report presents a description of the final group of six (6) multi-modal alternative strategies which were considered. The key findings which resulted from the evaluation of this final group of alternatives formed the basis for the selection of the LPTIS.

The final alternatives screening represented the culmination of nearly three years of collaborative effort between DRPT, VDOT, the members of the consultant team, the members of the project Technical and Policy Advisory Committees, and residents of the study area. A more detailed discussion of the entire alternatives development and evaluation process is contained in the technical reports associated with each of the successive screening levels.

This section is organized as follows:

- Description of the Screen 3 Final Candidate Strategies.
- Identification of the modal elements considered, but not retained.
- Discussion of other related transportation projects.

### **Final Candidate Strategies Considered in Screen 3**

The following paragraphs describe only the major elements associated with each of the final group of candidate transportation improvement strategies that were considered. Graphic representations of these alternatives are presented on **Figures 2.6 through 2.9**.

#### **Strategy 3-A Baseline / CLRP**

The "Baseline" alternative includes all of the ongoing, committed, and funded roadway and transit projects envisioned for implementation throughout the Washington Metropolitan Area by the year 2020. This strategy is thus identical to the currently adopted, fiscally Constrained Long Range Plan (CLRP) for the region (please refer to **Figures 2.6 and 2.7**).

Within the defined I-66 Corridor MIS study area, major CLRP projects include, but are not limited to, the following:

- An additional general purpose lane and a peak period, peak direction concurrent flow HOV lane in each direction along I-66 between Route 234 Business and Route 29 at Gainesville. This would result in an 8-lane cross-section in this segment matching the cross-section along I-66 from the Route 234 Business interchange east to the Route 50 interchange.
- An additional general purpose lane in each direction along I-66 between Route 29 at Gainesville and Route 15 at Haymarket, resulting in a 6-lane cross section. During peak periods, this additional lane would function as a peak period, peak direction (i.e., eastbound in the AM and westbound in the PM) concurrent flow HOV lane.
- Widening of the Capital Beltway (I-495) from 8 to 10 lanes to accommodate a peak period HOV 3+ lane in each direction and associated interchange improvements. The I-66 / I-495 interchange would also incorporate separated HOV to HOV ramps in addition to improved general purpose connections between I-66 and I-495. (Note: the specific elements associated with this project are the subject of an ongoing PE / NEPA process being administered by VDOT.)
- Widening and reconstruction of U.S. Route 29 from 4 to 6 lanes from the east city limits of the City of Fairfax to I-495.
- Widening of the Fairfax County Parkway (State Route 7100) from 4 to 6 lanes between Sunrise Valley Drive and State Route 123.
- Widening and reconstruction of U.S. Route 15 from 4 to 6 lanes between U.S. Route 29 in Prince William County and the Prince William / Loudoun County line.

- Construction of the State Route 28 Bypass (Tri-County Parkway) between State Route 234 and I-66 as a 4-lane, limited access arterial, including a new interchange with I-66.
- Construction of a Western Fairfax VRE station.

The current transit system infrastructure of bus routes, VRE service and Metrorail operations, with their associated stations, park-and-ride lots, and maintenance facilities represents the basis for the public transportation component of this alternative strategy. The transit projects under this alternative comprise relatively minor modifications to the current services and bus routings, and a minimum level of network expansion. It is estimated that the CLRP transit network in the study area would require the operation of approximately 55 more buses in the AM and PM peak periods over what currently exists.

### Strategy 3-B Low Cost Capital Strategy

The Low Cost Capital Strategy builds upon, and explicitly includes all of the elements contained within, the CLRP / Baseline alternative (Strategy 3-A). The distinguishing characteristic of Strategy 3-B is the provision of a variety of transit service enhancements (please refer to **Figure 2.6**). These include:

- An increase in peak-period Metrorail service frequency from the Vienna/Fairfax-GMU Station, from once every 6-minutes to once every 3-minutes. Metrorail trains that presently originate from the West Falls Church Station would, under this strategy, originate from the Vienna/Fairfax-GMU Station. It is also anticipated that additional parking facilities would be provided at the Vienna/Fairfax-GMU Station by the year 2020. (Note: this latter assumption is currently the subject of planning studies by WMATA and Fairfax County.)
- Additional VRE service that would bypass several existing VRE stations to effectively create an "express" VRE route with lower travel times in addition to the current VRE operations that serve every station along the Manassas Line.
- Greatly expanded local bus, Metrorail feeder, and express bus services within the corridor. An increase in peak hour bus service on the order of 80 – 90 vehicles beyond the currently projected CLRP level would result in a peak period bus requirement of approximately 140 additional vehicles. New express bus services would be operated between corridor residential communities and transit centers and major employment centers such as Tysons Corner, Merrifield, and Fair Lakes.

The highway system associated with Strategy 3-B would be identical to that for Strategy 3-A (please refer to **Figure 2.7**).

# Screen 3 Strategies

Approved By Policy Advisory Committee on June 11, 1998

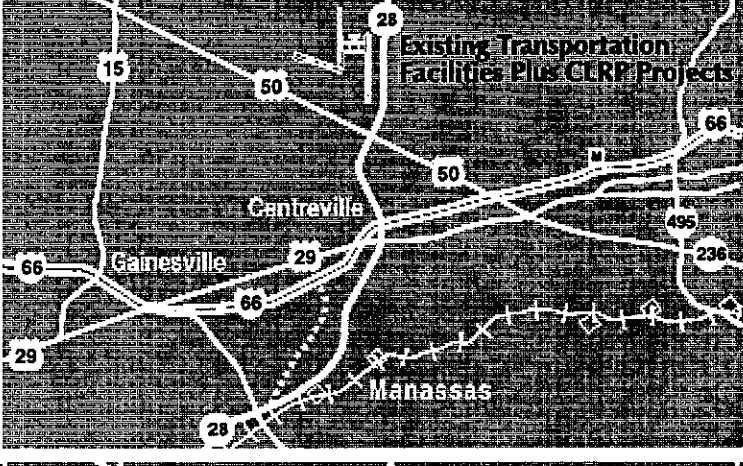
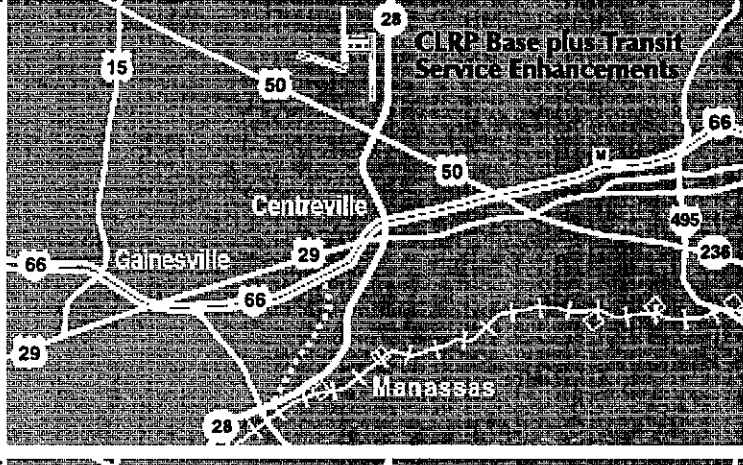
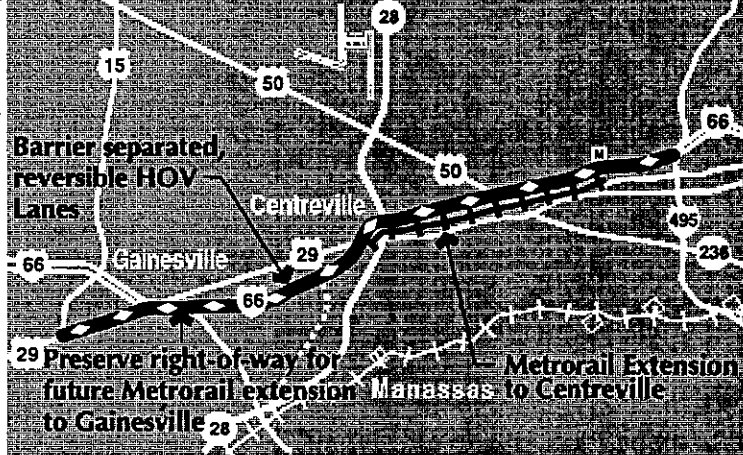
<p>STRATEGY</p> <p><b>3-A</b></p>	<ul style="list-style-type: none"> <li>• CLRP</li> <li>- Includes an additional general purpose lane and concurrent flow HOV lane on I-66 between Route 234 and Route 29 in Gainesville. Includes an additional general purpose lane on I-66 between Route 29 in Gainesville and Route 15.</li> </ul>	
<p>STRATEGY</p> <p><b>3-B</b></p>	<ul style="list-style-type: none"> <li>• CLRP Base</li> <li>• Transit Service Enhancements (Bus, VRE, Metrorail)</li> </ul>	
<p>STRATEGY</p> <p><b>3-C</b></p>	<ul style="list-style-type: none"> <li>• CLRP Base</li> <li>• Transit Service Enhancements</li> <li>• Extend Metrorail to Centreville</li> <li>• Preserve right-of-way to Gainesville</li> <li>• Barrier separated, reversible HOV lanes on I-66</li> </ul>	

Figure 2.6



# AM Peak Period Lane Configuration on I-66

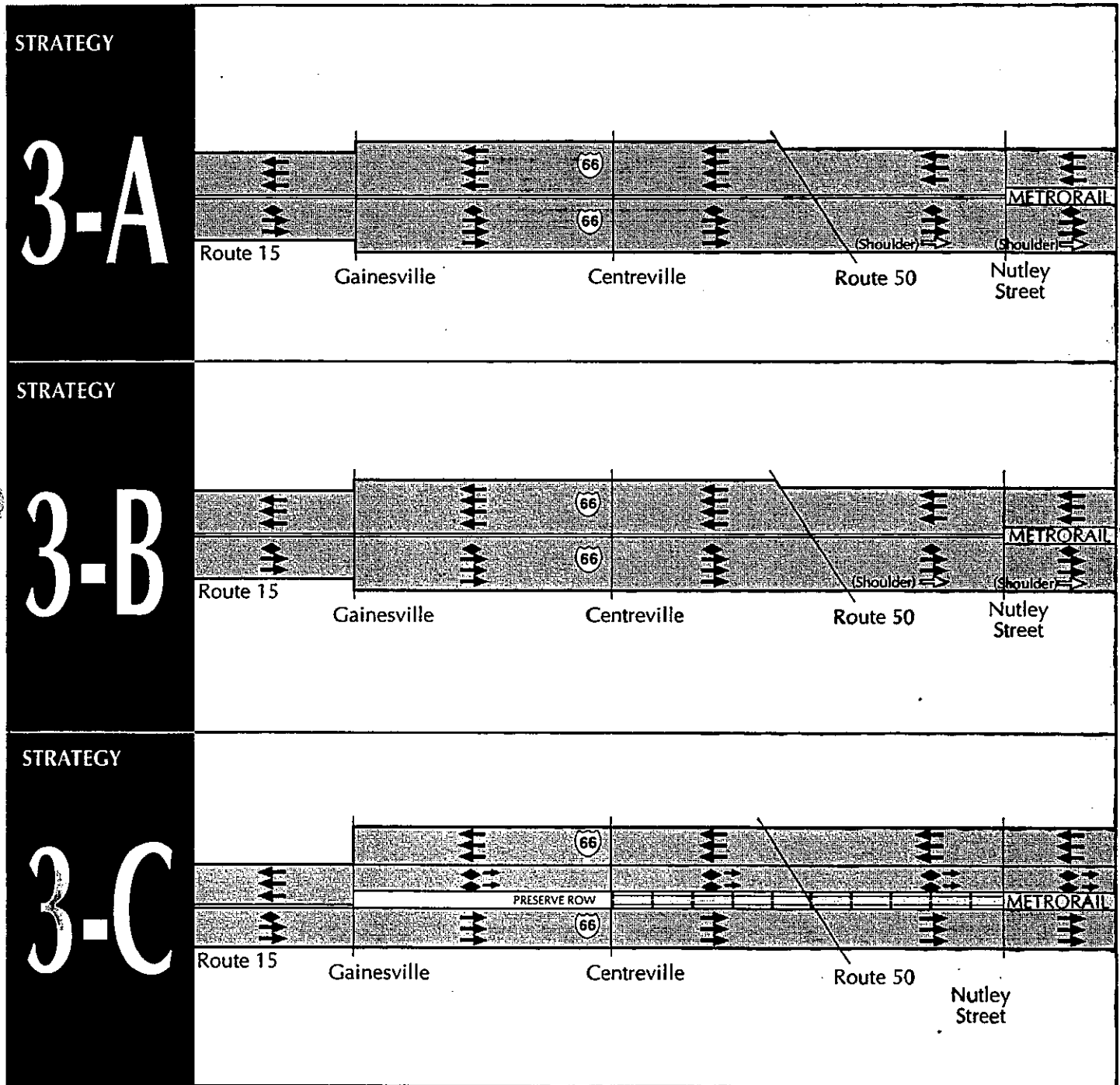


Figure 2.7

# Screen 3 Strategies

Approved By Policy Advisory Committee on June 11, 1998

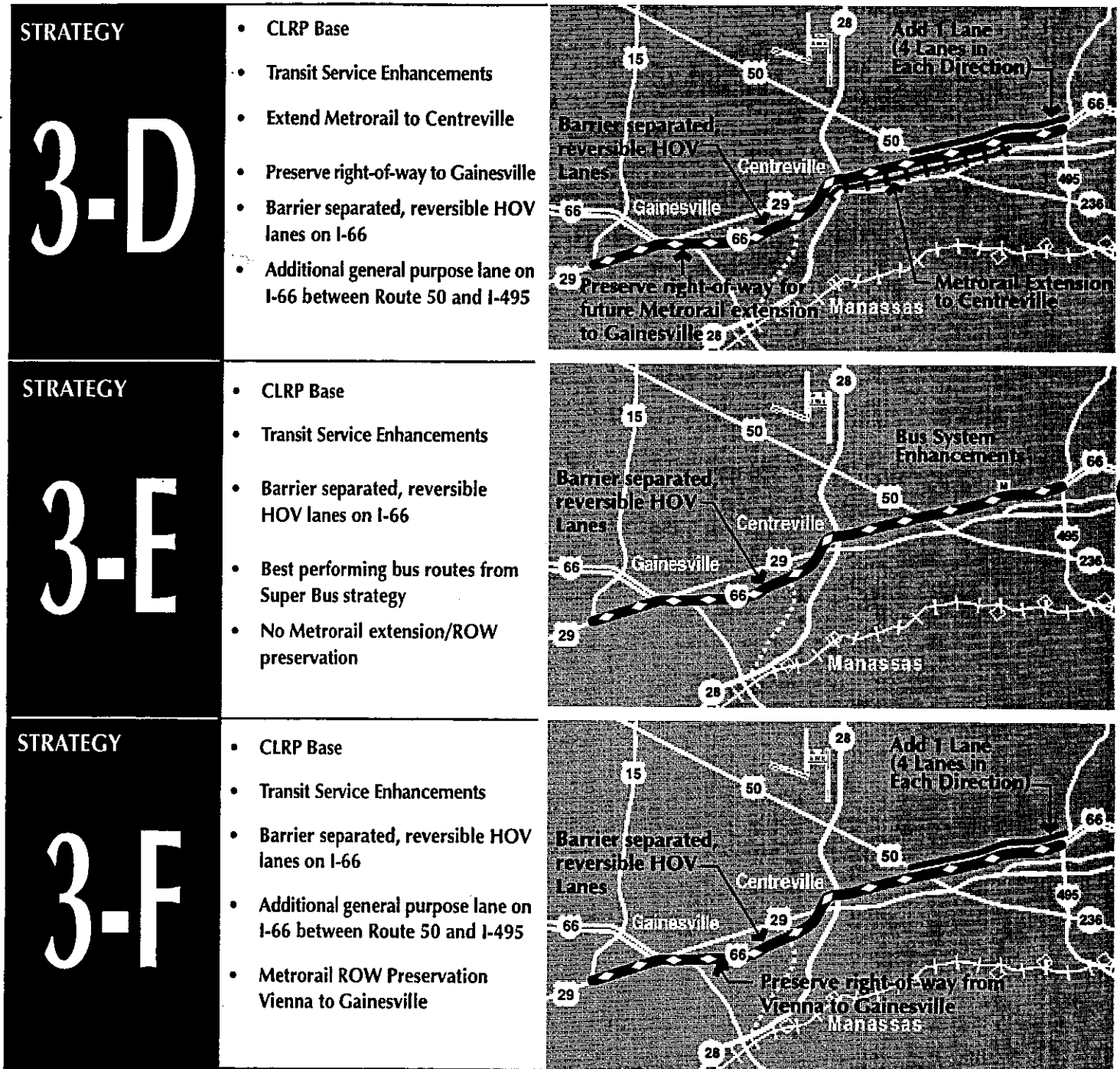


Figure 2.8

# AM Peak Period Lane Configuration on I-66

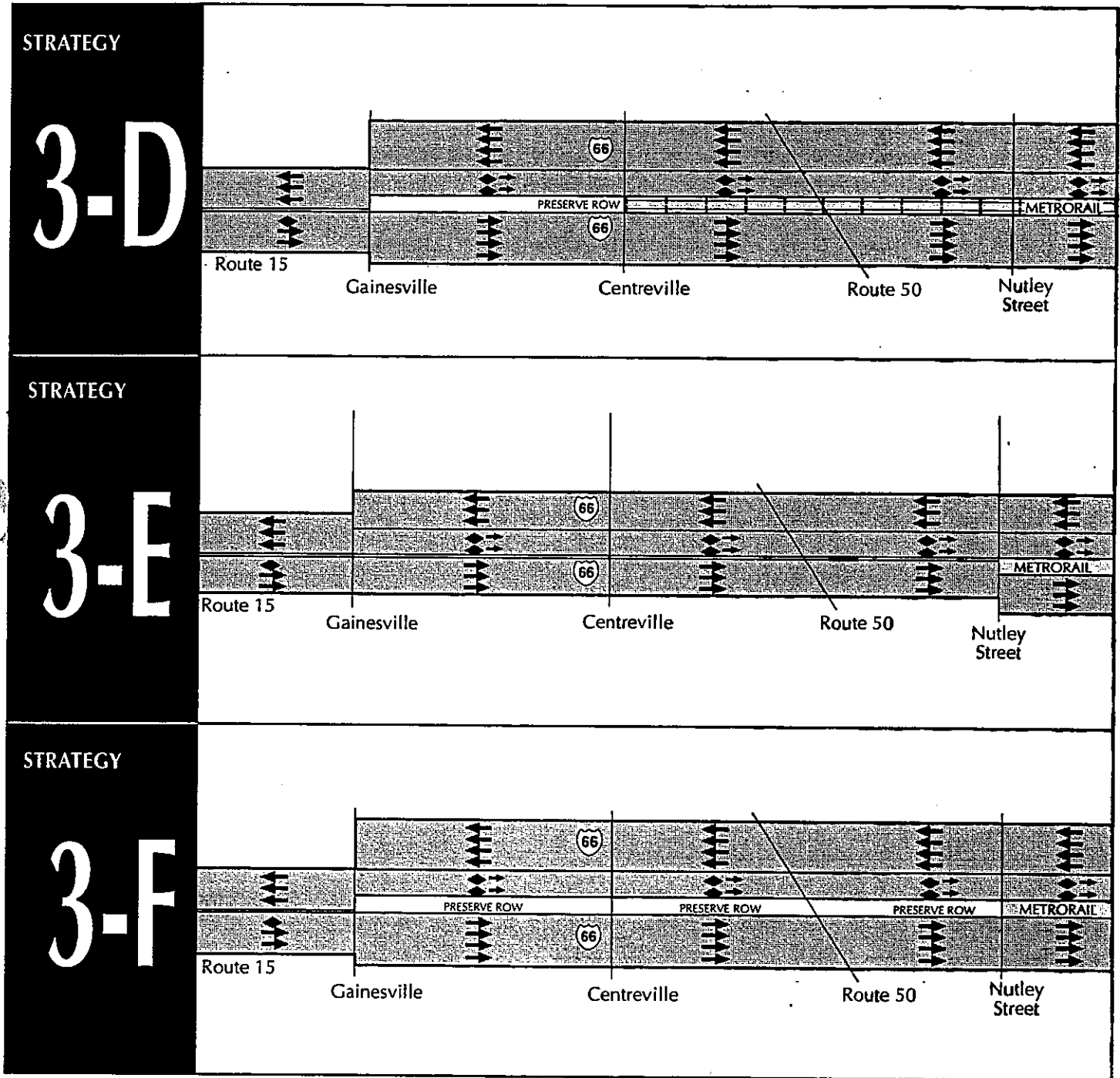


Figure 2.9

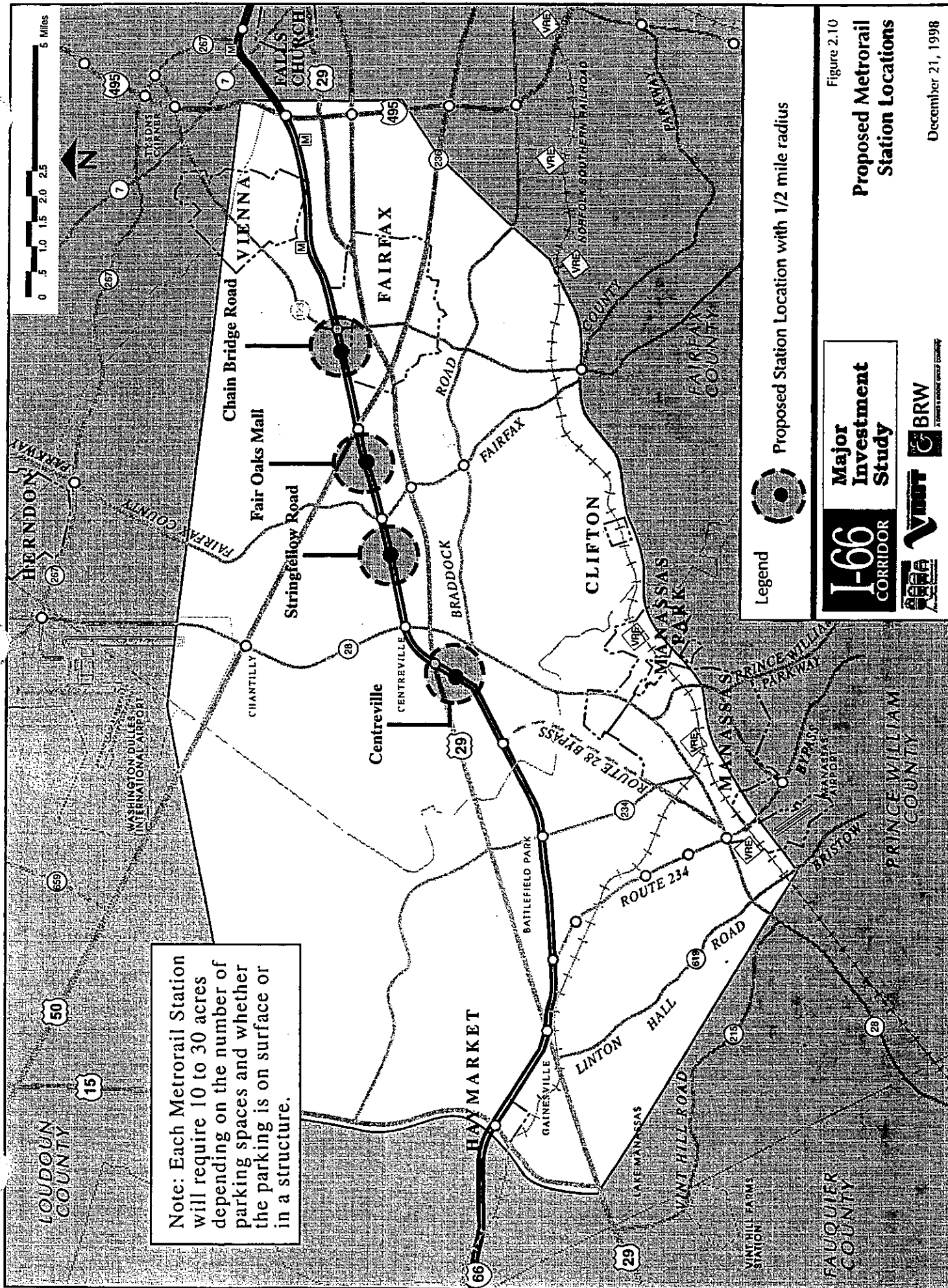
### Strategy 3-C

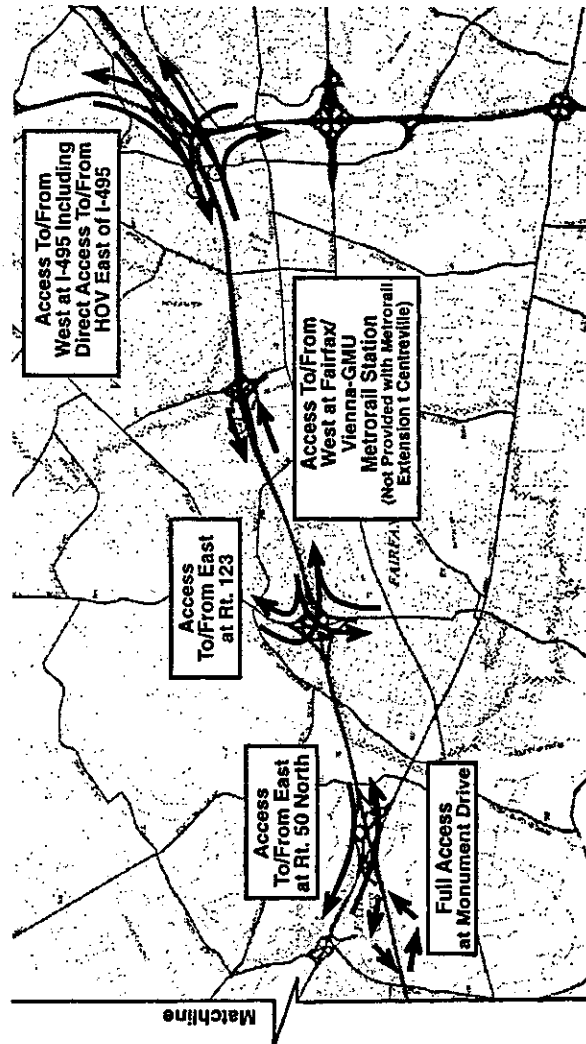
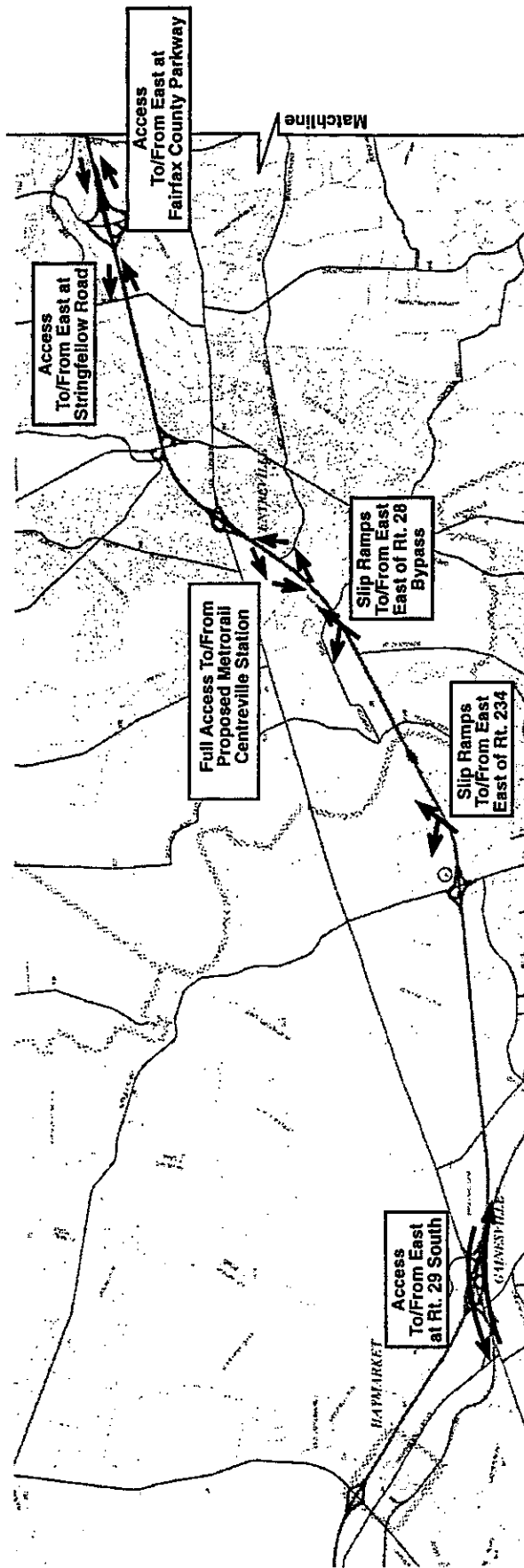
This alternative is a multi-modal "build" option with an HOV and public transit emphasis (please refer to **Figures 2.6 and 2.7**). This alternative incorporates all the elements of Strategies 3-A and 3-B as described above and also includes the following additional components:

- Extension of Metrorail service in the median area of I-66 from the current Vienna/Fairfax-GMU terminus to a new station in the Centreville area of Fairfax County. Four (4) new stations are proposed as part of this extension, and would be located at: Route 123 – Chain Bridge Road in the City of Fairfax, Fair Lakes / Fair Oaks, Stringfellow Road, and the Centreville Area. The general location of these stations is illustrated on **Figure 2.10**.
- Construction of a 2-lane, barrier separated HOV facility adjacent to the median area along either the north or south side of I-66 between the Capital Beltway and Route 29 at Gainesville. This would function in a manner similar to the existing barrier separated HOV facility in the I-95/395 corridor, with use of the facility restricted to HOV 2+ vehicles in the peak direction (eastbound in the AM and westbound in the PM). As is the I-95/395 facility, the I-66 HOV facility would be limited access, with access ramps located at the points shown on **Figure 2.11**.
- Preservation of the median area right-of-way along I-66 for the potential long term (post-2020) extension of Metrorail service from Centreville to Gainesville.
- The bus network defined as part of Strategy 3-B would be modified to provide expanded feeder service to the four proposed new Metrorail stations in place of service to the Vienna/Fairfax-GMU Station. In addition, the proposed express bus routes to the Tysons Corner and Merrifield employment centers as defined for Strategy 3-B would be modified to use the proposed barrier separated HOV facility.

Under this alternative, the provision of the proposed barrier separated HOV facility would require the elimination of the off-peak direction and mid-day fourth general purpose travel lane along the I-66 mainline between Route 50 and Route 29 at Gainesville (please refer to **Figure 2.7**). This would result in the creation of three general purpose travel lanes throughout the entire day in both directions along I-66 between I-495 and Route 29 at Gainesville.

The CLRP-designated 6-lane cross section on I-66 between Route 29 at Gainesville and Route 15 at Haymarket would continue to operate as two general purpose travel lanes and one concurrent flow HOV lane in the peak travel direction and three general purpose travel lanes in the off-peak direction. During off-peak periods, this section of I-66 would operate with three general purpose travel lanes in each direction.





Data Source:  
 Prince William County Office of Mapping & Information Resources  
 Fairfax County Department of Information Technology, GIS and Mapping Services  
 U.S. Census Bureau TIGER Line Files ( Loudoun County)  
 Virginia Department of Transportation, State Highway map  
 ADC Map Books

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**I-66**  
CORRIDOR

**Major Investment Study**

**Figure 2.11**  
Barrier Separated HOV Lane Ingress/Egress Ramp Locations for Screen 3 Analysis

December 21, 1998

### Strategy 3-D

This alternative incorporates all the elements of Strategies 3-A and 3-B, and expands upon Strategy 3-C as described above through the addition of a general purpose travel lane in each direction along I-66 between the U.S. Route 50 and I-495 interchanges (please refer to **Figures 2.8 and 2.9**). This would result in the creation of four (4) general purpose travel lanes throughout the entire day in both directions along I-66 between I-495 and Route 29 at Gainesville. The section of I-66 between Route 29 at Gainesville and Route 15 at Haymarket would operate in the same manner as described in Strategy 3-C.

Strategy 3-D represents the maximum "build" alternative among the final group of alternatives since it incorporates all of the final facility improvement elements which were considered for possible implementation along the I-66 corridor, specifically:

- an extension of Metrorail service from Vienna/Fairfax-GMU to Centreville,
- a barrier separated HOV facility from I-495 to Gainesville,
- an additional general purpose lane along I-66 from I-495 to Route 50, and
- right-of-way preservation for Metrorail from Centreville to Gainesville.

### Strategy 3-E

This alternative incorporates all the elements of Strategies 3-A and 3-B, and can be thought of as a high capacity HOV option. Similar to Strategy 3-B, this alternative includes the addition of a two-lane, barrier separated HOV facility along either the north side or south side of I-66 between the Capital Beltway and the I-66 interchange with U.S. Route 29 at Gainesville (please refer to **Figures 2.8 and 2.9**).

No other physical improvements to the highway or transit systems in the study area beyond those contained in the current CLRP are included in this option. This strategy is also the only one of the final group of "build" alternatives considered which does not include either right-of-way preservation for Metrorail from Vienna/Fairfax-GMU to Gainesville or the extension of Metrorail service from Vienna/Fairfax-GMU to Centreville with right-of-way preservation beyond Centreville to Gainesville.

As was the case with Strategy 3-C, the provision of the proposed barrier separated HOV facility would require the elimination of the off-peak direction and mid-day fourth general purpose travel lane along the I-66 mainline between Route 50 and Route 29 at Gainesville (please refer to **Figure 2.9**). This would result in the creation of three (3) general purpose travel lanes throughout the entire day in both directions along I-66 between I-495 and Route 29 at Gainesville.



The CLRP-designated 6-lane cross section on I-66 between Route 29 at Gainesville and Route 15 at Haymarket would continue to operate as two general purpose travel lanes and one concurrent flow HOV lane in the peak travel direction and three general purpose travel lanes in the off-peak direction. During off-peak periods, this section of I-66 would operate with three general purpose travel lanes in each direction.

### Strategy 3-F

The final, "build" alternative considered during the Screen 3 evaluation, which incorporates all the elements of Strategies 3-A and 3-B, is characterized by three basic elements (please refer to **Figures 2.8 and 2.9**):

- The addition of a two-lane, barrier separated HOV facility along either the north side or south side of I-66 between the Capital Beltway and the I-66 interchange with U.S. Route 29 at Gainesville.
- The addition of a general purpose travel lane in each direction along I-66 between Route 50 and the Capital Beltway. This would result in the creation of four general purpose travel lanes throughout the entire day in both directions along I-66 between I-495 and Route 29 at Gainesville. The section of I-66 between Route 29 at Gainesville and Route 15 at Haymarket would operate in the same manner as described for all of the preceding strategies.
- Preservation of right-of-way in the I-66 median for the future extension of Metrorail from Vienna/Fairfax-GMU as far west as Gainesville.

### Major Modal Elements Considered, But Not Retained for Further Analysis

As previously noted, the alternatives screening and evaluation process for the I-66 Corridor MIS has been a multi-year, multi-step activity. Over the course of this process, a wide range of potential transportation system improvements were considered, but were not retained for more detailed analysis. Major modal elements which fall into this category include the following:

- Extension of Metrorail service beyond Centreville to Gainesville.
- Extension of Metrorail service beyond Vienna to Dulles Airport following the Route 50 and Route 28 corridors.
- Widening and reconstruction of the Route 29 and Route 50 corridors to create "Super Arterial" facilities, with major at-grade intersections replaced with grade-separated urban interchanges.
- Implementation of Light Rail Transit (LRT) service in the study area. General LRT alignments considered were: from the Vienna/Fairfax-GMU Metrorail Station west along I-66, Route 50, and Route 28 to Dulles International Airport;



from the Metrorail Station west along Route 29 to Route 28 to Manassas; and along the Route 28 corridor between Manassas and Dulles International Airport.

- Reconstruction of I-66 between Gainesville and the Capital Beltway to create an express/local configuration with a total cross section width on the order of 12 to 14 lanes.
- Extension of VRE service from Manassas to Haymarket and the construction of 2 to 3 additional VRE stations along this proposed alignment.

These modal elements were investigated separately and in combination with other potential transportation system improvements during the course of Screens 1A, 1B, 2A, and 2B. The reader is referred to the interim technical reports produced to document the results of these intermediate screenings for a more complete discussion of the rationale for dropping these modal elements from further consideration.

### **Other Related Projects**

An important fact to keep in mind during the review of this document is that the I-66 Corridor MIS is only one of a number of major transportation planning projects currently underway in the Northern Virginia Region. In addition to the update to the 2020 Transportation Plan for the entire Northern Virginia area being conducted by VDOT for the Northern Virginia Transportation Coordinating Council (TCC), the most important of the other major planning efforts, and their general relationship to the I-66 Corridor MIS project, are briefly summarized below. **Figure 2.12** illustrates the spatial relationship of the CLRP studies within the I-66 study area.

- Capital Beltway Study – This on-going VDOT administered study, now in the NEPA and PE stage, is evaluating proposed improvements to the Capital Beltway (I-495) between the I-95 / I-395 / I-495 interchange at Springfield and the American Legion Bridge over the Potomac River to address congestion, operational and safety issues. The MIS phase for this project was completed in January 1997, and a NEPA process is currently underway. The junction of I-66 with I-495 is viewed as the most critical interchange along this entire section of the Capital Beltway, and continuing coordination has taken place between the two projects.
- Route 29 Bypass Corridor Development Study – This VDOT administered study was conducted in association with the I-66 Corridor MIS. The objective of this effort was to address two basic questions: (1) does the travel demand on Route 29 between Warrenton and Centreville warrant consideration of a bypass route, primarily to remove Route 29 from within the boundaries of the Manassas National Battlefield Park, and (2) if improvements such as a bypass route are warranted, are there viable alignment options that would warrant further study? This analysis resulted in a positive determination to both of these questions.

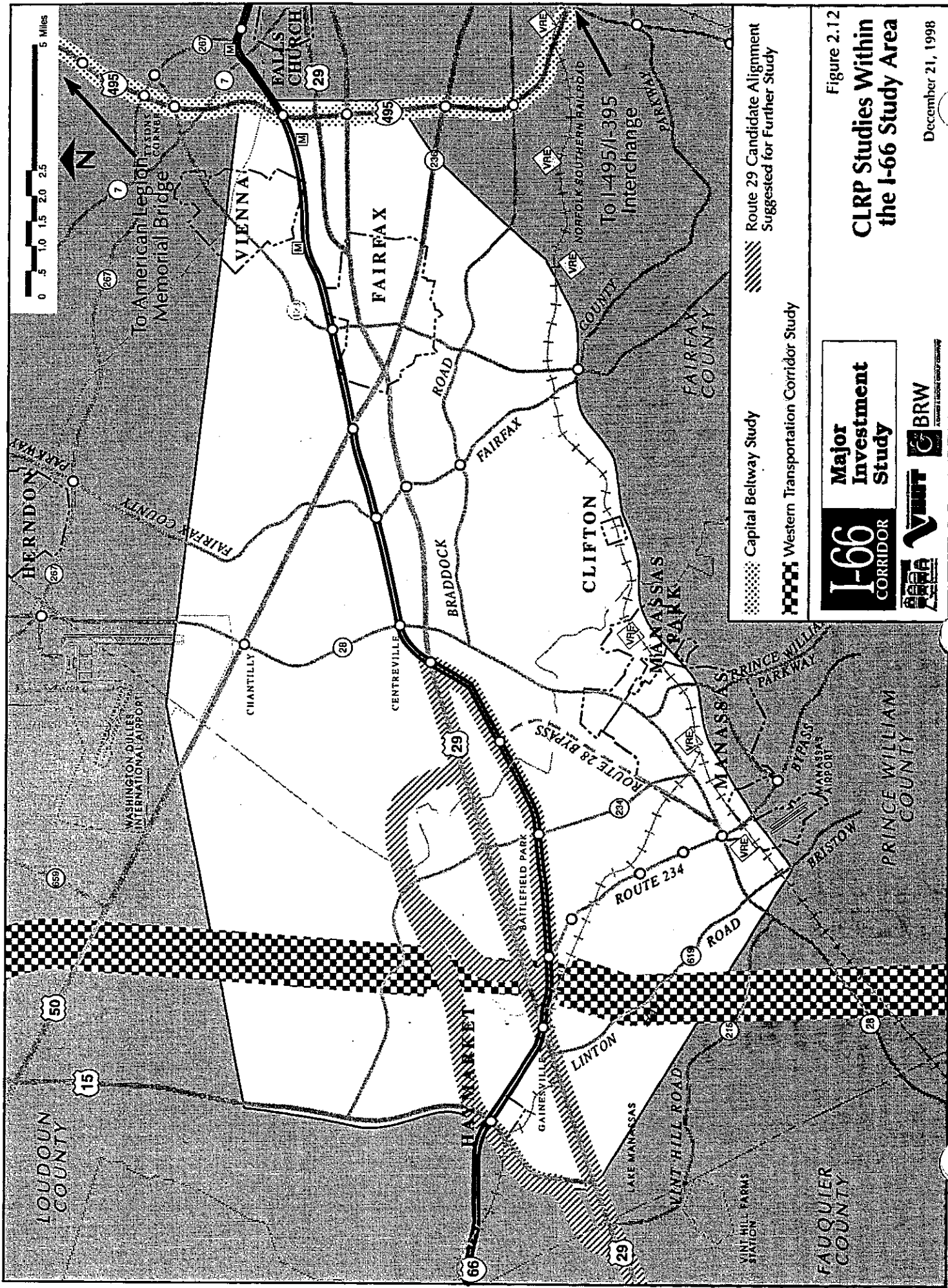


Figure 2.12  
**CLRP Studies Within  
 the I-66 Study Area**

**I-66**  
**Corridor**

**Major Investment Study**

**Vut**  
**BRW**

- Western Transportation Corridor (WTC) – For the past several years, VDOT has been examining the potential need for a new location, limited access transportation corridor to link I-95 in Stafford County with Route 7 in Loudoun County. Several of the candidate north-south alignment corridors which have been considered for the WTC would cross the generally east-west orientation of the I-66 MIS corridor in the Manassas area. Thus, assuming that both the WTC and the I-66 Corridor MIS projects continue into more detailed engineering and environmental study phases, there will be a need for continuing coordination between these two efforts.

Another corridor related study is the Dulles Corridor Rail Study. The DRPT conducted an examination of the potential for the implementation of rail rapid transit service between the West Falls Church Metrorail Station and eastern Loudoun County beyond Dulles International Airport. The Dulles MIS was completed in July 1996 and adopted by the Commonwealth Transportation Board. The Locally Preferred Investment Strategy recommended a Metro-like rail extension from West Falls Church to eastern Loudoun County. Express bus service in the corridor was recommended as an interim step while rail is under construction. In July 1998, Secretary Ybarra established the Dulles Task Force. The Task Force is currently undertaking the phased implementation of rail service in the Dulles Corridor. The project will begin with dedicated express bus service and a Bus Rapid Transit Service as initial steps to rail.

## 2.3 PUBLIC AND AGENCY COORDINATION

The public and agency coordination process associated with the I-66 Corridor MIS was designed to broadly disseminate information and gather input from the affected local jurisdictions, transportation service providers and study area residents. Each element of the process was targeted to specific audiences and included a variety of formal and informal activities. The project's target audiences included the following:

- A Policy Advisory Committee (PAC) appointed by the Virginia Secretary of Transportation, and composed of ten local elected and appointed officials.
- A Technical Advisory Committee (TAC) composed of 17 staff members representing local jurisdictions and state, regional, and federal agencies.
- Citizens along the corridor, special interest groups, homeowner and civic associations, business and community groups and the general public.

In September 1995, a Public Participation Methodology Report was prepared to monitor and guide the public involvement program. The report reviewed the objectives, principles, and policies of the public involvement program. Additionally, it discussed the public participation activities, target audiences, and program activities for each phase of the study.

Throughout the MIS, the Department of Rail and Public Transportation and the Virginia Department of Transportation worked to ensure that each step of the study included extensive public input. The goal of the public involvement program was to ensure that all issues of concern were addressed, and that study findings were presented to the general public, interested groups, and government agencies before decisions were made. Public involvement activities were scheduled to ensure timely consideration of public input with respect to the technical work conducted.

## **Review Committees**

Two advisory committees provide oversight and input during the course of the study and act as a formal linkage between the project team and the community. The general duties and responsibilities of the advisory committees are described below.

### **Policy Advisory Committee**

Members of this committee provide advice on regional issues relating to the study and review key assumptions associated with the development and evaluation of the multi-modal transportation improvement alternatives. Their meeting schedule coincides with milestones of the scoping and evaluation process. Additionally, this group is responsible for transmitting the final recommended transportation investment strategy to the Virginia Secretary of Transportation.

### **Technical Advisory Committee**

Members of this committee ensure the reliability of technical methods, assumptions and results of the work associated with the development and evaluation of the alternatives, and the assessment of their costs and potential environmental impacts. The committee also ensures that the study complies with all applicable requirements of local, state, regional, and federal agencies with jurisdiction in the corridor.

In addition, the committee reviews the various technical reports produced and comments on the reasonableness of the approach and results. Members also communicate their findings to the Policy Advisory Committee, and provide coordination of input and information with the respective local jurisdictions.

The flow of information and input between the two committees is illustrated in **Figure 2.13**. The Appendix of this report contains the membership list of the Policy Advisory Committee, Technical Advisory Committee, and Study Team; a list of meetings held by the Policy Advisory Committee and Technical Advisory Committee; and a list of the general public meetings.

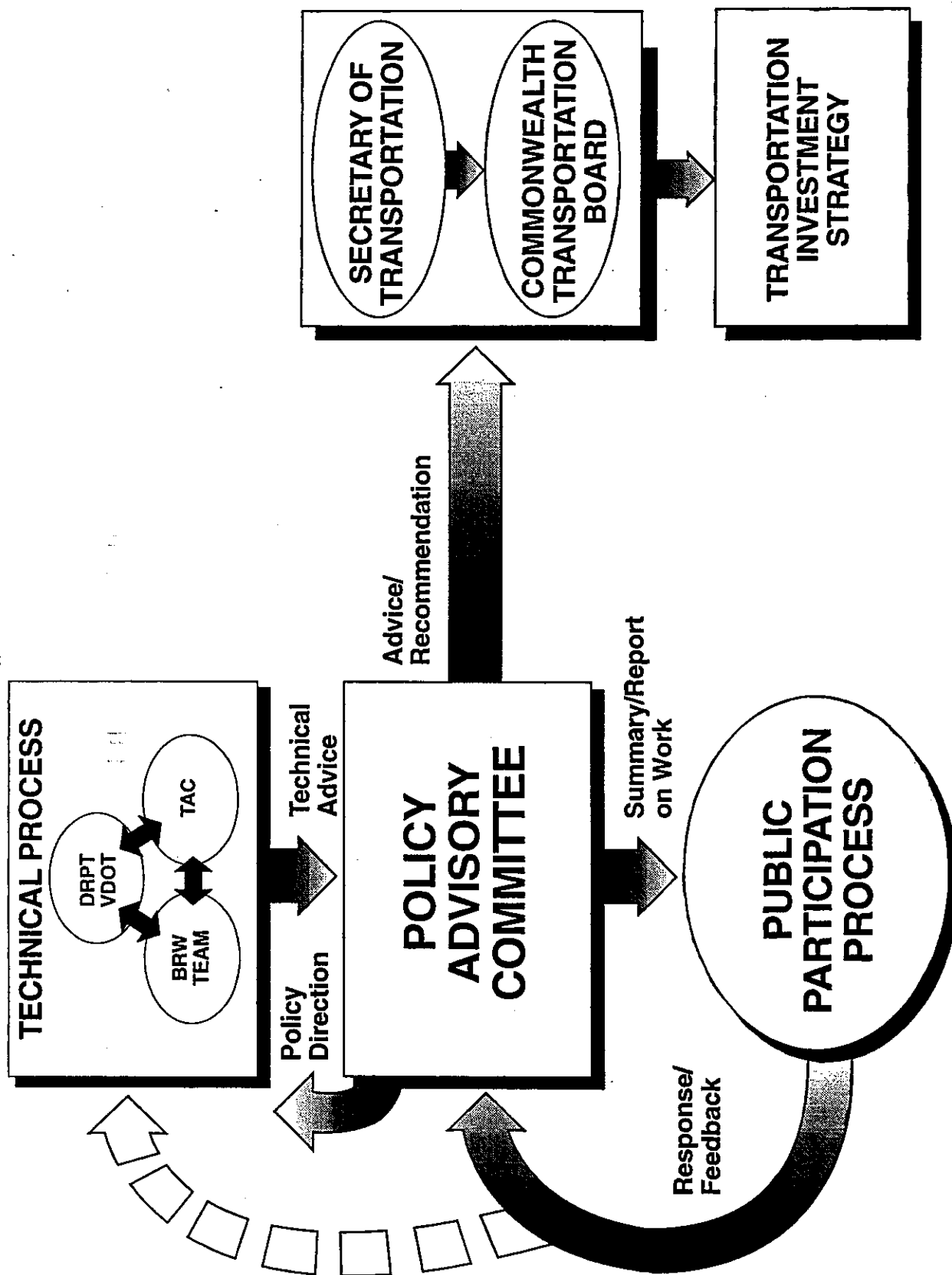


Figure 2.13

General Flow of Information  
and Advice for the I-66  
Major Investment Study (MIS)

December 21, 1998

## **Communications Outreach**

Communications outreach was designed to make the public aware of the existence, purpose and scope of the I-66 Corridor MIS; receive input from the public on issues that should be considered; and report study results at key milestones. The communications program provides for proactive public participation from project initiation through the duration of the study. Various technologies and venues are employed to facilitate communications with the many diverse "publics" (general public, local elected and appointed officials, homeowner and civic associations, community and business organizations, and special interest groups) to allow them to participate in the study in the forum most convenient to them. These communications activities include: a 24-hour telephone hotline, study e-mail, press releases, newspaper advertisements, newsletters, meeting notices, project web site, workshops, briefings, and citizen information meetings.

The public participation program is closely coordinated with the work conducted by the Technical and Policy Advisory Committees, as well as activities associated with other road and transportation projects along the I-66 corridor (i.e., the Beltway Study, the Route 28 Bypass (Tri-County Parkway) Project, and the Route 29 Corridor Study). At interim points throughout the study, the effectiveness of the public and agency involvement program was evaluated. Modifications to the communications outreach program and/or supplemental efforts were made to ensure that the goals of the program were being met. The development of the web page and invited stakeholder workshops are two examples of these supplemental efforts.

### **Mailing List Database**

An important component of the communication plan is the development and maintenance of a study mailing list database. The mailing list is used to facilitate communication between the study team and the public. The database listing includes local elected and appointed officials; representatives from homeowner, community, and civic associations; business groups and owners; local transportation and planning agencies; media contacts; and individuals residing and working within the study corridor. As of December 1, 1998, the project mailing list contains over 1,600 names and addresses.

### **Toll-Free Hotline (1-800-811-4661)**

A telephone hotline provides another means for facilitating communication with the general public. The hotline is staffed during normal business hours and accepts recorded messages at all other times. The general public may call to ask questions, give comments or suggestions, or request information. The telephone hotline was initiated in October 1995 and through December 1998 over 900 calls were received.

### **I-66 Study Web Site (<http://www.state.va.us/drpt/i66index.htm>)**

Recognizing the growing market for receiving information and communicating citizen comments through the use of high technology, the communication plan was modified in April 1997 to include the development and maintenance of a study web site.

The study web site includes the I-66 Story, purpose of the study, study area and map, study participants, study process, project status, study overview, technical recommendations, and public involvement activities. A summary update of all Policy Advisory Committee meetings and citizen information meetings was provided on the I-66 web site.

#### Electronic Mail (travesky@aol.com)

The public may send comments, suggestions, and questions electronically to the study team. Comments received via e-mail are included in the comment summary reports. Through December 1998, the study team received approximately thirteen project e-mail messages. The study's e-mail address was indicated on all publications made available to the public.

#### Briefings to Congressional Delegation

Conducting individual and group briefings is a successful technique in facilitating two-way communication between interested participants and the study team. Early in the study process, the director of the Department of Rail and Public Transportation conducted a briefing for congressional representatives within the study area. Attendees included: Thomas M. Davis, III (11<sup>th</sup> Congressional District), James P. Moran (8<sup>th</sup> Congressional District), Frank R. Wolf (10<sup>th</sup> Congressional District), Senator Charles Robb, and Senator John W. Warner.

#### Briefings to Members of the Northern Virginia Delegation to the General Assembly

In September 1995, members of the Northern Virginia Delegation to the General Assembly were invited to an initial briefing on the I-66 Corridor MIS. Fifteen members attended these meetings. In November 1998, two members of the Northern Virginia Delegation who reside within the study corridor received a briefing on the Technical Recommendations of the Preferred Investment Strategy.

#### Briefings to Local Elected Officials

Throughout the study, approximately 44 briefings were conducted for local elected officials representing the following jurisdictions: Fairfax County, City of Fairfax, Fauquier County, City of Falls Church, Loudoun County, Prince William County, Town of Vienna, and Arlington County. These briefings were conducted at important milestones throughout the study.

#### Briefings to Business and Community Groups and Public Agencies

Throughout the study, informational briefings were made to approximately 42 business and community groups and public agencies. These groups included the following:

- Coalition of Gainesville District Residents
- Fair Lakes Office Park
- Fair Oaks Shopping Center
- Fairfax Chamber of Commerce – Land Use, Transportation, and Environmental Committee
- Northern Virginia Transportation Alliance
- Piedmont Environmental Council
- Prince William I-66 Partnership
- Prince William Transportation Commission
- Rail to Centreville Coalition and the West Fairfax County Citizens Association
- Tytran
- Brentsville-Linstrong Preservation Coalition
- Citizens for Fauquier County
- Fauquier County Transportation Committee
- Goose Creek Association
- PROTECT
- Northwest Prince William Citizens Association
- Loudoun County Economic Development Commission
- National Park Service
- Fairfax County Office of Transportation
- Metropolitan Washington Airports Authority
- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Commission
- Potomac and Rappahannock Transportation Commission
- Prince William County Department of Public Works
- Virginia Railway Express
- Washington Metropolitan Area Transit Authority

#### Citizen Workshops and Public Information Meetings

Conducting a series of citizen workshops and public information meetings at major milestones throughout the study process is a key component of the communications outreach program. Technical findings and recommendations are presented to the public for their review and comment. Small group exercises provide a more focused discussion on issues relevant to citizens and businesses within the I-66 corridor. A total of nine citizen information meetings and workshops were held and about 400 citizens attended these functions.

November 1995 - Citizen Workshops - A first round of citizen workshops was conducted on November 14, 1995 at Stonewall Jackson Middle School in Manassas, Virginia and on November 15, 1995 at Centreville High School in Centreville, Virginia. Eighteen people attended the Manassas workshop and seventy people attended the Centreville workshop.



Citizen contributions at the November 1995 workshops assisted in refining the study's problem statement. Comments focused on three areas:

- **Vehicular Congestion:** problems at the beltway interchange, congestion on north-south routes, traffic congestion on weekends and evenings and operational conflicts associated with the I-66 HOV lanes.
- **Transit Accessibility:** not enough suburb to suburb service and lack of service during off-peak hours.
- **Transportation System Coordination:** the need for multiple transfers and associated delays, high cost of transit in terms of dollars, time and convenience relative to driving and parking.

March 1996 - Citizen Workshops - A second round of citizen workshops was conducted on March 11, 1996 at Stonewall Jackson Middle School in Manassas, Virginia and March 19, 1996 at Lanier Middle School in the City of Fairfax. Twenty people attended the Manassas workshop and fifty-two people attended the workshop in the City of Fairfax.

These public workshops focused on ways to improve transportation and address problems within the I-66 corridor. Highlights of citizens' comments focused on these items:

- Improvements needed on the connection between I-66 HOV lanes and I-495.
- A balance on improvements between rail and roadway.
- Study the coordination and affordability of headways.
- Revisit the North-South travel need in the corridor, particularly the connection between Manassas and Dulles.
- Extend some form of rail west to Gainesville.
- Continue to pursue expansion of VRE stops.

May 12, 1998 - Invited Stakeholders Workshop - Forty-one individuals from organizations representing local and regional interests were identified by the study team and elected officials in the study area, and invited to a workshop on May 12, 1998 at Centreville High School in Centreville, Virginia. Thirty individuals attended the workshop.

The purpose of the workshop was to discuss the I-66 Corridor MIS and select strategies that best serve the needs of the corridor. Individuals participating in the workshop were divided into four groups. Each group had a designated facilitator and recorder and a

storyboard listing the strategies to be discussed. Comment sheets were provided for reflection and feedback purposes. The study team received twenty-six completed comment sheets.

Workshop participants rated strategies they felt best served the needs of the I-66 corridor. Strategies receiving the four highest ratings included the following:

- General Purpose Lanes, Light Rail, and Metrorail to Centreville.
- General Purpose Lanes, HOV Reversible, and Metrorail to Centreville.
- HOV and Metrorail to Centreville.
- Virginia Railway Express.

November 4, 12, 16, and 18, 1998 - Public Information Meetings - A final round of public information meetings to review recommendations for a preferred investment strategy was held on November 4 at Stone Intermediate School in Centreville, Virginia (23 attendees); November 12 at Oakton High School in Vienna, Virginia (70 attendees); November 16 at the Holiday Inn in Manassas, Virginia (53 attendees); and November 18, at City Hall in Fairfax, Virginia (60 attendees). A total of 206 people attended the four public information meetings.

Several elected officials representing constituents within the study area attended the meetings. The study's consultant gave a formal presentation that included an overview of the MIS process, study team's recommendation, major reasons for the recommendation and implementation considerations. A question and answer period and open house for viewing right-of-way maps and other exhibits followed the presentation. Many attendees asked questions and received answers at the meeting. Participants were encouraged to complete a comment sheet. To date, citizens have submitted twenty-one comment sheets and letters to the study team.

Participants most frequently commented on the following topics:

- The estimated four year length of the NEPA (National Environmental Policy Act) process and activities covered during the process.
- Potential right-of-way impacts on residences along the I-66 corridor.
- Noise pollution and sound walls.
- Improvements inside the Capital Beltway.
- Traffic and growth projections.

- High Occupancy Vehicle (HOV) restrictions and violations.
- Metrorail.
- Proposed Chain Bridge station.
- Identification of funding for specific projects.
- Future-phasing considerations.
- Coordination of the I-66 Corridor MIS with the Capital Beltway Study.

### Informational Publications

The communications outreach program includes the publication of a series of informational materials designed to keep the public abreast of the study status, provide relevant announcements, and document technical findings. Informational materials include a series of three project newsletters, meeting announcements, press releases, and personalized meeting invitations, which were distributed to the study mailing list database, media outlets, select stakeholders, city, county, and town governments, and libraries and schools within the study area.

I-66 Corridor MIS Newsletters - Three issues of the *I-66 Corridor Informer* were published and disseminated to all names and addresses on the study's mailing list database.

- *Issue One – November 1995*, introduced the public to the I-66 Corridor MIS, discussed why the corridor was being studied, who the study participants and sponsor of the study were, what a major investment study was, what alternatives were being considered and how they would be evaluated, and how citizens could become involved in the study.
- *Issue Two – February 1996*, discussed the results of the first round of citizen workshops, announced the second round of workshops in March 1996, reviewed and graphically depicted the I-66 corridor alternative elements on detailed maps, announced the formation and listed the members of the Policy Advisory Committee, and discussed how the public could participate in the study.
- *Issue Three – September 1997*, was published as the study reached a major milestone, the selection of multiple transportation modes for review in the next phase of the study. This newsletter reviewed the I-66 corridor goals and objectives, discussed and graphically depicted Screen 2 Strategies on detailed maps, reviewed other studies being conducted in the study area, and indicated the various public involvement opportunities for citizens. A comment sheet was included in this newsletter.

Meeting Announcements - The study team prepared and published newspaper advertisements in local and regional newspapers announcing the citizen information meetings and workshops. Additionally, post cards announcing the last round of public meetings were mailed to all names and addresses on the study's mailing list. To notify selected representatives of the invited stakeholder workshops, the study team mailed personal invitations and meeting agendas.

Press advisories announcing citizen information meetings were prepared and disseminated to VDOT for distribution to local and regional media outlets. These press releases were also disseminated to all county, city, and town governments, homeowner and civic associations, schools, and libraries, within the study corridor.

#### Comment Summary Report

Public comments are received from various venues throughout the study. Sources include: the 24-hour telephone hotline, e-mail, comment sheets, first-class mail, question and answer periods during public meetings and small group discussions during citizen workshops. At key milestones, comments are summarized into reports and distributed to the Study Team and the Technical and Policy Advisory Committees for consideration during the decision making process.

## **SECTION 3.0 – EVALUATION OF SCREEN 3 STRATEGIES**

### **3.1 SCREENING AND SELECTION PROCESS**

#### **Methodology**

The process which was employed for the evaluation of potential solutions to enhance mobility and improve accessibility in the I-66 corridor is summarized in **Figure 3.1**. This approach was based on the successive, iterative evaluation of transportation modal elements and alternative strategies through the following multi-step screening process:

- Screen 1A: Initial Analysis of Universe of Alternative Elements.
- Screen 1B: Analysis of Single-Mode Alternative Elements and Formulation of Multi-Modal Transportation System Alternatives.
- Screen 2A/2B: Reconfiguration and Analysis of Multi-Modal Transportation Investment Strategies.
- Screen 3: Identification of the Locally Preferred Transportation Investment Strategy for the I-66 Corridor.

Throughout this multi-step screening process, the performance of the alternative modal elements and multi-modal investment strategies in meeting the defined project goals and objectives for the I-66 corridor were assessed based upon the measures of effectiveness (MOEs) and appraisal methods developed in cooperation with the participants in the MIS process.

The primary purpose of each step in the screening process was to identify those alternatives which were the “best” performers in terms of meeting the Corridor’s future mobility needs, and which should therefore be carried forward for more detailed refinement and evaluation. A second, but equally important function of the screening process was to provide insight into how the alternatives could be refined, modified, or reconstituted to improve the extent to which the alternatives could address corridor mobility needs.

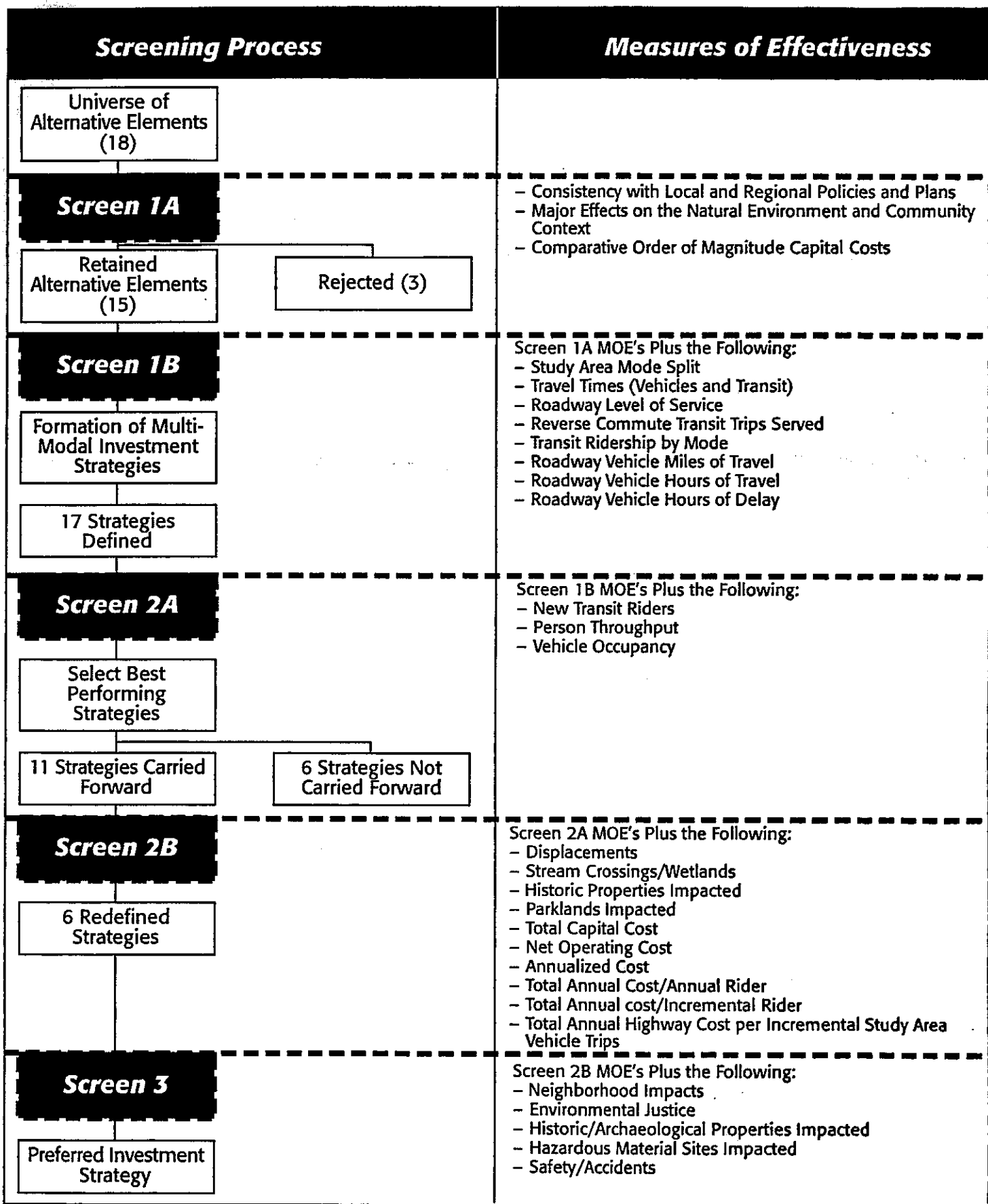


Figure 3.1  
 Overview of I-66 Corridor  
 MIS Evaluation Process

## Measures of Effectiveness

The MOEs which were employed in this process included criteria for assessing the relative performance of the alternative strategies with respect to transportation service, engineering feasibility, potential environmental effects, and value for the cost expended. The appraisal procedures which were employed included: logic, quantitative / qualitative matrices, and "Consumer Reports" style summary performance tables. The process culminated in the identification of a single, locally preferred, multi-modal transportation investment strategy for the I-66 corridor which is described in Section 4 of this report.

The measures of effectiveness were developed based on preliminary guidance issued by the Federal Transit Administration (FTA) of the U.S. Department of Transportation in September, 1994; regulatory requirements relating to environmental protection; and coordination with the stakeholders in the I-66 Corridor MIS process. These stakeholders included corridor residents and businesses, and federal, state and local agencies.

## Screening Process

During the initial screens (1A and 1B), only a few measures were used as the basis upon which to eliminate alternatives. In each subsequent step in the evaluation process, the measures used were cumulative; that is, the measures employed during the preceding screens were carried forward and applied to the surviving alternatives in each of the subsequent screens. Moreover, each subsequent level of screening included the application of additional, more detailed measures of effectiveness. Thus, as illustrated on **Figure 3.2**, as the number of alternatives decreased, the number of evaluation measures and the level of detail associated with those measures increased. These measures of effectiveness were used as a basis both for eliminating alternatives from further consideration, and for refining the surviving alternatives to improve their overall performance.

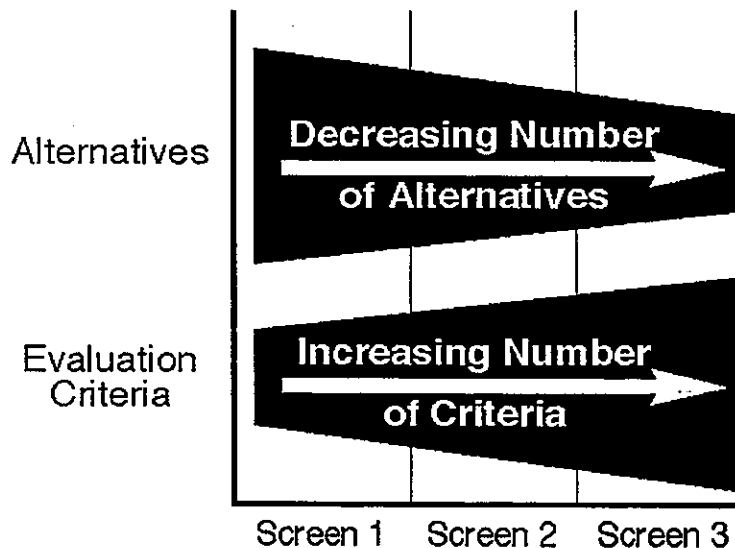


Figure 3.2: Relationships Among Screening Levels, Alternatives and Evaluation Criteria

Just as Screen 1 was divided into Screen 1A and Screen 1B, Screen 2 was similarly conducted in two parts. The first part (Screen 2A) focused on the use of travel demand modeling results to assess the performance of the initially defined group of Screen 2 alternatives. During the second part of Screen 2 (Screen 2B), conceptual engineering plans were developed for the most promising strategies. These conceptual level plans were then used to evaluate the potential environmental impacts associated with the alternatives and to estimate capital and operating costs. The findings of Screen 2B were then used to further refine the alternative strategies which were subsequently carried forward into Screen 3 where they were subjected to the final series of evaluation.

### **3.2 SUMMARY OF SCREEN 3 STRATEGIES EVALUATION**

The multi-page table (Table 3.1) summarizes the results of the Screen 3 evaluation of the surviving candidate transportation investment strategies. This table lists the study goals, evaluation criteria, and the specific measures of effectiveness which were applied to each of the Screen 3 strategies described in Section 2.2 of this document. This summary evaluation table is presented in a matrix format, with the individual evaluation criteria and measures of effectiveness forming the rows of the table, and the Screen 3 alternative strategies forming the columns.

Rather than discuss the relative performance of each of the Screen 3 alternative strategies with respect to each of the specified evaluation criteria, the next several paragraphs present a summary of the key findings associated with the Screen 3 alternative strategies.

#### **Corridor Travel Demand By Major Market Segment**

*Core and Suburban Maryland:* Daily home-based work trips generated by study area residents destined for Washington D.C. and the Maryland suburbs will increase from 86,000 in 1990 to about 118,000 in 2020. The majority of this total increase of approximately 37 percent is destined to the Maryland suburbs.

Trips to Tysons - Study area daily home-based work trips destined for Northern Virginia locations outside of the I-66 study area will increase from about 52,000 in 1990 to 105,000 in 2020, an increase of 102 percent. About one-third of these trips are destined for the Tysons Corner area. The principal travel corridor for trips destined for the Tysons Corner area is today, and will remain in the future, I-66 to the Capital Beltway due to the lack of a feasible alternative route.

Intra-Study Area Trips - In 1990, approximately 93,000 home-based work trips, or about 40 percent of the total work trips generated in the study area, both originated and were destined within the study area. By 2020, approximately 191,000 trips, or about 46 percent of the total home-based work trips generated within the study area, will travel to work destinations within the study area. This is approximately a 105 percent increase in the number of intra-corridor work trips.



Table 3.1

## SCREEN 3 SUMMARY OF ATTRIBUTES/MEASURES OF EFFECTIVENESS

EVALUATION CRITERIA	MEASURE OF EFFECTIVENESS	ATTRIBUTE	3-A Baseline (CLRP)	3-B Low Capital Cost Strategy	3-C Metro+HOV	3-D Metro+HOV+ Lane on I-66	3-E HOV	3-F HOV+ Lane on I-66
<b>GOAL #1 - ACCOMMODATE EXISTING AND FUTURE MOBILITY DEMAND</b>								
Roadway Traffic Operations	Level of Service on Primary Study Area Roadways	PM Peak Period Directional Lane Miles with Volume to Capacity Ratio = 1.20 or Greater	166	165	144	139	155	143
		PM Peak Period Directional Lane Miles with Volume to Capacity Ratio = 1.00 or Greater	467	475	490	480	476	478
		PM Peak Hour Volume to Capacity Ratios North-South Screenline West of Fairfax City East-West Screenline North of I-66 I-66 West of I-495 I-66 West of Route 50	1.17 1.05 1.21 1.25	1.18 1.03 1.21 1.22	1.14 1.03 1.15 1.18	1.12 1.03 1.08 1.16	1.15 1.02 1.14 1.22	1.14 1.02 1.08 1.20
	Vehicle Miles of Travel on the Primary Study Area Roadways	2020 Average Daily Vehicle Miles of Travel (1,000's)	18,847	18,978	19,059	19,449	19,025	19,472
	Vehicle Hours of Travel on the Primary Study Area Roadways	2020 PM Peak Period Vehicle Hours of Travel (1,000's)	198	199	198	197	198	198
	Vehicle Hours of Delay on the Primary Study Area Roadways	2020 Average Daily Vehicle Hours of Delay (1,000's)	120	119	114	111	115	112
		PM Peak Period Effective Speed (MPH)	26.0	26.2	26.8	27.5	26.7	27.4
Vehicle Occupancy	Vehicle Occupancy	Home Based Work Trip Vehicle Occupancy at North-South Screenline west of Fairfax City	1.191	1.185	1.195	1.182	1.195	1.180

EVALUATION CRITERIA	MEASURE OF EFFECTIVENESS	ATTRIBUTE	3-A Baseline (CLRP)	3-B Low Capital Cost Strategy	3-C Metro+HOV Lane on I-66	3-D Metro+HOV+ Lane on I-66	3-E HOV	3-F HOV+ Lane on I-66
Transit System Ridership	Transit Patronage Forecasts by Mode	Total Corridor Related Transit Trips (1,000's)	46.7	67.1	72.7	72.8	66.9	67.4
	Primary Study Area Mode Split	Home Based Work Corridor Related Transit Trips	4.6%	6.5%	7.8%	7.8%	6.5%	6.6%
		Home Based Work Corridor to Core Transit Trips	31.1%	36.7%	44.7%	44.9%	36.7%	37.3%
	New Transit Riders	Total Regional Transit Riders (1,000's)	955	980	985	986	980	981
Mobility	Person Throughput	Daily Person Trips Crossing North-South Screenline West of Fairfax City (1,000's)	SOV 336 2-Person 125 3-Person 85 Transit 14 TOTAL 560	340 128 85 25 579	339 135 83 39 597	358 139 86 39 622	342 136 84 25 588	361 140 87 25 614
		PM Peak Period Person Trips Crossing North-South Screenline West of Fairfax City (1,000's)	SOV 52 2-Person 16 3-Person 13 Transit 4 TOTAL 85	52 17 13 7 89	54 19 13 11 98	58 20 13 11 103	55 20 13 7 95	59 20 13 7 100

EVALUATION CRITERIA	MEASURE OF EFFECTIVENESS	ATTRIBUTE	3-A Baseline (CLRP)	3-B Low Capital Cost Strategy	3-C Metro+HOV	3-D Metro+HOV+ Lane on I-66	3-E HOV	3-F HOV+ Lane on I-66
<b>GOAL #2 - IMPROVE REGIONAL ACCESS TO I-66 CORRIDOR ACTIVITY CENTERS AND IMPROVE ACCESS FROM THE I-66 CORRIDOR TO THE REGION</b>								
Accessibility	Door-to-Door Transit and Vehicle Travel Times Between Representative Origin-Destination Pairs Including Reverse Commutes  (2020 Study Area Population equals 466,000)	% of Study Area Population within 45 minutes of Farragut Square via	SOV HOV Transit	10.6 58.9 11.4	10.2 59.4 13.7	10.2 62.4 25.9	10.2 63 25	10.2 63.0 15.3
		% of Study Area Population within 45 minutes of Tysons via						
		% of Study Area Population within 30 minutes of Government Center via	SOV HOV Transit	54.9 85.9 10.2	60.4 86.5 36.3	58.8 86.5 55.2	67.4 87.7 55.2	69.0 86.5 43.0
Reverse Commute Accessibility	Number of Reverse Commute Transit Trips Served	Home Based Work Reverse Commute to Corridor Transit Trips	SOV HOV Transit	75.7 83.4 29.1	76.5 86.5 46.4	75.7 87.7 65.9	80.0 87.7 67.5	80.5 87.7 53.3
<b>GOAL #3 - IMPROVE GOODS MOVEMENT</b>								
Truck Travel Time	Travel time between selected O-D pairs	I-66 Travel Time between Gainesville and the Beltway (minutes)	49	48	40	41	45	40
<b>GOAL #4 - COORDINATE THE TRANSPORTATION SERVICES TO COMPLEMENT EXISTING AND FUTURE LAND USE</b>								
Land Use	Consistency with adopted plans	<p>City of Fairfax Comprehensive Plan supports:</p> <ul style="list-style-type: none"> <li>- "Improved accessibility and capacity of the region's interstate routes, particularly I-66."</li> <li>- "The westward extension of rail service in the Dulles and I-66 corridors."</li> </ul> <p>Prince William County Comprehensive Plan:</p> <ul style="list-style-type: none"> <li>- "Extension of Metrorail within the I-66 and I-95 corridors."</li> <li>- "Installation of permanent HOV facilities is proposed between Fairfax County and Gainesville."</li> </ul> <p>Fairfax County Comprehensive Plan:</p> <ul style="list-style-type: none"> <li>- Identifies ten lanes on I-66 from the Beltway to Prince William County line.</li> <li>- Identifies HOV lanes on I-66.</li> <li>- Designates I-66 as an "enhanced public transportation corridor."</li> </ul>						
	Compatibility with existing land use and zoning							

EVALUATION CRITERIA	MEASURE OF EFFECTIVENESS	ATTRIBUTE	3-A Baseline (CLRP)	3-B Low Capital Cost Strategy	3-C Metro+HOV	3-D Metro+HOV+ Lane on I-66	3-E HOV	3-F HOV+ Lane on I-66
<b>GOAL #5 - MINIMIZE THE ADVERSE TRANSPORTATION RELATED ENVIRONMENTAL IMPACTS AND FOSTER POSITIVE ENVIRONMENTAL IMPACTS WITH TRANSPORTATION IMPROVEMENTS</b>								
Displacements and Relocations	The number of displacements of residential units, businesses, institutions and public facilities	With Barrier-Separated HOV on North Side	0	0	18	46	13	46
		Residential - Whole Takes	0	0	49	60	23	60
		Residential - Partial Takes	0	0	0	0	0	0
		Non-Residential - Whole Takes	0	0	20	26	4	26
		Non-Residential - Partial Takes	0	0	0	0	0	0
		With Barrier Separated HOV on South Side	0	0	3	6	1	6
		Residential - Whole Takes	0	0	67	94	23	94
		Residential - Partial Takes	0	0	2	2	2	2
		Non-Residential - Whole Takes	0	0	24	26	4	26
		Non-Residential - Partial Takes	0	0	0	0	0	0
Neighborhoods	Land use change, secondary development potential, traffic changes, neighborhood character, community cohesion, and introduction of new visual elements				Expansion / relocation of noise walls along I-66 Traffic, secondary development impacts near proposed Metrolink stations	Expansion / relocation of noise walls along I-66	Expansion / relocation of noise walls along I-66	Expansion / relocation of noise walls along I-66
Air Quality	The predicted change in VMT and the resultant effect on regional air pollution emissions (NOx, CO)	Incremental Change in Study Area Emissions relative to baseline (2020 Tons per Year) CO Nox	0 0	0 0	-4 0	-6 1	-3 0	-6 1
Aquatic Ecosystem/Water Resources	Number of stream Crossings	Four Stream Crossings on I-66: Long Branch, Bear Branch, Cub Run and Bull Run	0	0	4	4	4	4
	Acres of wetlands Impacted	With Barrier-Separated HOV on North Side With Barrier-Separated HOV on South Side	0 0	0 0	0 0	1 0	0 0	1 0
Historical Archaeological Properties	Number of Historic Properties Impacted	With Barrier-Separated HOV on North Side With Barrier-Separated HOV on South Side	0 0	0 0	1 0	1 0	0 0	1 0
	Acres of Historic Districts Impacted	With Barrier-Separated HOV on North Side With Barrier-Separated HOV on South Side	0 0	0 0	0 0	0 0	0 0	0 0

EVALUATION CRITERIA	MEASURE OF EFFECTIVENESS	ATTRIBUTE	3-A Baseline (CLRP)	3-B Low Capital Cost Strategy	3-C Metro+HOV	3-D Metro+HOV+ Lane on I-66	3-E HOV	3-F HOV+ Lane on I-66
Parklands	Acreage of Parkland impacted	With Barrier-Separated HOV on North Side With Barrier-Separated HOV on South Side	0 0	0 0	11 3	19 8	0 0	19 8
Contaminated Materials	Number of superfund sites, land fills, or underground storage tank sites impacted		0	0	6	6	0	6
Safety	Estimated number of accidents in Study Area by mode per year	Freeway Arterial Total	1,720 11,190 12,910	1,730 11,280 13,010	1,750 11,300 13,050	1,940 11,150 13,090	1,750 11,150 13,020	1,940 11,150 13,090
Environmental Justice	Neighborhood effects stratified by income and race	% Minority pop. in PW County % Minority pop. in PW County adjacent to I-66 Median Income in PW County Median Income in PW County adjacent to I-66  % Minority pop. in FF County/FF City % Minority pop. in FF County/FF City adj. to I-66 Median Income in FF County/FF City Median Income in FF County/FF City adj. to I-66	NA  NA  NA	NA  NA  NA	18.7% 13.5% \$50,526 \$58,437  18.6% 15.4% \$63,597 \$59,570	16.7% 13.5% \$50,526 \$58,437  18.6% 15.4% \$63,597 \$59,570	16.7% 13.5% \$50,526 \$58,437  18.6% 15.4% \$63,597 \$59,570	16.7% 13.5% \$50,526 \$58,437  18.6% 15.4% \$63,597 \$59,570
<b>GOAL #6 - PROVIDE A COST-EFFECTIVE INVESTMENT STRATEGY FOR THE I-66 CORRIDOR</b>								
NOTE: Figures are in addition to CLRP Investment								
Capital Cost	Capital cost (millions of \$)		\$0.0	\$109.8	\$1,219.1	\$1,290.8	\$490.1	\$836.7
Net Operating Cost	Net operating cost (millions of \$)		\$0.0	\$3.01	\$7.62	\$8.70	\$3.75	\$4.79
Annual Cost	Annualized capital costs (millions of \$)		\$0.0	\$10.3	\$99.5	\$105.0	\$40.8	\$52.5
Cost Effectiveness	Total annual highway cost / incremental annual study area vehicle trips		NA	\$0.30	\$6.45	\$2.61	\$6.61	\$2.54
	Total transit annual incremental cost / incremental annual transit rider		NA	\$1.93	\$8.43	\$8.35	\$1.84	\$1.73

SOURCE: BRW, Inc. Dewberry & Davis and KPMG

## Implications

Travel demand will increase significantly in all market segments. Although the proportion of intra-study area trips will increase slightly, the number of trips will increase by 100,000.

Increased travel demand through the year 2020 will place additional strain on what is already a generally overloaded and heavily congested transportation system in the study area.

Forecasted 2020 travel demand warrants additional modal capacity in all generally available modes in this area: I-66 general purpose lanes, I-66 barrier separated HOV lanes for ride sharing and bus service, extension of Metrorail to the vicinity of Centreville, and a substantially increased bus transit service for area residents and businesses.

## **Modal Element Specific Findings**

The travel demand markets for transit and HOV are generally independent of one another. That is, increasing the supply for one does not significantly decrease the demand for the other.

### General Purpose Travel Lanes

Forecast 2020 PM peak hour travel demand on I-66 will exceed available capacity by about 21 percent at a point just west of the Capital Beltway and by about 25 percent at a point just west of Route 50 with the implementation of those projects contained in the currently adopted CLRP (Strategy 3-A).

If an additional general purpose travel lane were to be provided in each direction on I-66 between Route 50 and the Capital Beltway (Strategies 3-D and 3-F), the forecast 2020 PM peak hour travel demand on I-66 would exceed available capacity by only about 8 percent just west of the Capital Beltway. West of Route 50, where the existing concurrent flow HOV lane would be converted to a general purpose travel lane, peak hour travel demand on I-66 would exceed available capacity by about 16 to 20 percent.

If an additional general purpose travel lane were to be provided in each direction on I-66 between Route 50 and the Capital Beltway, the forecast Year 2020 average daily traffic volumes on the parallel sections of Route 50 and Route 29 in the City of Fairfax would be reduced by about 5-6 percent from the projected CLRP conditions (from 114,000 to 108,000 vehicles per day). Traffic volumes would be reduced relative to the CLRP forecast predominantly in the off-peak time periods.

Today's volume is 185,000-200,000/day west of the Capital Beltway. In the year 2020 it is projected to be 186,600/day. Although there is only a modest projected increase in daily volumes on I-66, the additional system capacity allows for more travel (throughput) with less congestion during the peak periods.

#### High Occupancy Vehicle (HOV) Lanes

Concurrent flow HOV 2+ travel demand on I-66 is approaching capacity just west of the Capital Beltway interchange. Converting to HOV 3+ could help to maintain a travel time advantage over the adjacent general purpose travel lanes.

Two barrier separated HOV lanes would be able to accommodate HOV 2+ travel demand until sometime prior to the year 2020. Projected 2020 PM peak-hour, HOV 2+ travel demand in two barrier separated HOV lanes just west of the Capital Beltway will exceed available capacity by 6 percent (Strategy 3-F) to 15 percent (Strategy 3-C).

The PM peak hour volume to capacity ratio in the year 2020 in the two HOV 2+ barrier separated HOV lanes drops to less than 0.60 west of the proposed Route 28 Bypass (Tri-County Parkway). Conversion of the HOV 2+ lanes to HOV 3+ would reduce vehicular demand to a level that could be accommodated in a single travel lane. Therefore, the barrier separated HOV lanes could be terminated in the vicinity of the Route 28 Bypass on an interim basis and extended westward in the time beyond the 2020 planning horizon.

Barrier separated HOV lanes would provide VDOT with more flexibility to manage I-66 traffic flow in both the HOV lanes and general purpose lanes during maintenance activities, and to respond to crashes or other incidents.

#### Metrorail

Increasing the frequency of service of Metrorail service to the Vienna/Fairfax-GMU station from 6-minute headways to 3-minute headways will double the person carrying capacity of the Metrorail service from approximately 6,600 persons per hour to approximately 13,200 persons per hour. Increasing the train size from six to eight cars per train on fifty percent of the trains would further increase Metrorail capacity to approximately 15,400 persons per hour.

An extension of the Metrorail Orange line service (Strategies 3-C and 3-D) from Vienna/Fairfax-GMU to the vicinity of Centreville, is projected to carry approximately 30,000 passengers per day. This would increase total ridership on the West Orange line by approximately 24,000 passengers per day relative to the CLRP (Strategy 3-A) and by approximately 18,000 passengers per day relative to the low capital cost alternative (Strategy 3-B).

The extension of Metrorail service is not anticipated to have any significant effect on the level of service experienced by traffic on I-66, Route 29 or Route 50. It will, however,

increase person throughput in the corridor by approximately 3,000 people in the PM peak hour. This is equivalent to over one lane of freeway traffic volume in each direction. Person throughput will increase by 8,000 to 9,000 people on a daily basis.

As shown in **Table 3.2**, the Dulles corridor and I-66 corridor travel markets are relatively independent. The presence or absence of rail transit service in one corridor has little effect on rail ridership in the other corridor.

Rail ridership forecasts justify the provision of rail service in the Dulles corridor with or without rail service in the I-66 corridor. Similarly, rail ridership forecasts justify the provision of rail service in the I-66 corridor with or without rail service in the Dulles corridor.

**Table 3.2**  
**DULLES AND I-66 CORRIDOR RAIL RIDERSHIP COMPARISON**

	DAILY RAIL TRIPS (2020)		TRIPS PER ROUTE MILE	
	Dulles Corridor	I-66 Corridor	Dulles Corridor	I-66 Corridor
Dulles Rail Only	80,000	NA	3,300	NA
I-66 Rail Only	NA	32,000	NA	3,050
I-66 and Dulles Rail	78,000	31,000	3,240	2,920

#### Bus Transit Service

Screen 3 Strategies 3-B, 3-C, 3-D, 3-E and 3-F all incorporate significant increases in study area bus service. The CLRP bus system (Strategy 3-A) includes a requirement for approximately 50 peak hour buses in the study area. All of the other Screen 3 strategies include an expanded bus system with approximately 140 peak hour buses. This expanded bus service would be focused on new and existing park-and-ride lots, transit centers and Metrorail stations. For those strategies that include an extension of the Metrorail system (Strategies 3-C and 3-D), the bus system would be reconfigured to serve the new rail stations.

The increased level of bus service in the study area without a Metrorail extension is forecast to generate approximately 20,000 additional daily bus trips in the year 2020.

The provision of additional bus transit service is not anticipated to have any significant effect on roadway level of service because the transit trips will be spread throughout the study area.



## Constraints On The Provision Of Travel Capacity

### Right of Way

Strategies 3-D and 3-F include an additional general purpose lane in each direction, a 2-lane barrier separated HOV facility, and Metrorail (or the preservation of right of way for Metrorail) in the median area of I-66 and would have right-of-way impacts on the properties immediately adjacent to I-66, particularly in the area between Route 50 and the Capital Beltway.

Strategy 3-C, which includes a 2-lane barrier separated HOV facility, and Metrorail in the median but no additional general purpose lanes, would have less right-of-way impact than strategies 3-D and 3-F.

Strategy 3-E right-of-way impacts will occur east of the Vienna/Fairfax-GMU Metrorail station only.

There are differences in the number and type of properties impacted if the proposed 2-lane, barrier separated HOV facility is constructed on the north side or south side of I-66. Preliminary right-of-way impacts have been determined based on concept designs (Table 3.3). Actual right-of-way impacts will be defined during the NEPA phase.

**Table 3.3**  
**ESTIMATES OF RIGHT-OF-WAY IMPACTS**

<b>LOCATION</b>	<b>NUMBER OF RESIDENTIAL PROPERTIES</b>	<b>NUMBER OF COMMERCIAL PROPERTIES</b>
<b>Fairfax County (Strategies 3-D, 3-F)</b> HOV lanes on south side of I-66 HOV lanes on north side of I-66	69 86	13 11
<b>Fairfax City (Strategies 3-D, 3-F)</b> HOV lanes on south side of I-66 HOV lanes on north side of I-66	12 11	0 0
<b>Prince William County (Strategies 3-D, 3-F)</b> HOV lanes on south side of I-66 HOV lanes on north side of I-66	20 9	15 15

The assessed value of the land required to preserve right of way for both the future extension of Metrorail and barrier separated HOV lanes from Centreville to Gainesville is approximately \$2.5 million.

If the HOV lanes were to be constructed along the north side of I-66, more park lands and public recreational facilities would be potentially impacted. In particular, Yeonas Park, South Side Park, Ellanor C. Lawrence Park and Manassas National Battlefield Park would be potentially impacted. The parking structure, surface circulation roads, surface parking and a power substation at the Vienna/Fairfax-GMU Metrorail station would be impacted.

If the HOV lanes were to be constructed along the south side of I-66, there would be potential impacts to West Ox Road Park, Bull Run Regional Park and Mayhew Park. Surface circulation roads and surface parking facilities at both the Vienna/Fairfax-GMU and Dunn Loring Metrorail stations would be impacted. A power substation at the Dunn Loring station would also be impacted.

#### Metrorail Stations

Locating future Metrorail stations along I-66 is constrained by existing and planned uses for land along the corridor. Station sites will need to be further defined in the next phase of study.

Projected parking needs (5,000 - 6,000 spaces), the need for direct access ramps to I-66 and environmental considerations are additional constraints for a terminal Metrorail station located in the Centreville area compared with the other in-line stations.

The terminal station site identified in the Fairfax County Comprehensive Plan is particularly constrained by steep grades, wetlands and floodplains.

In recognition of these constraints, the need exists to investigate other interim terminus station sites to the east and west of the Centreville area.

#### **Capital Cost**

A capital cost estimate for each Screen 3 Strategy was prepared. The methodology was to develop the number of units for each strategy and apply a unit cost. Contingencies between 20-25% were used given the low level of design that has been completed. Soft costs that included engineering, construction services, agency administration, etc. of 20% were also added. The 1998 project capital cost for each strategy is presented in Table 3.4.

**Table 3.4**  
**CAPITAL COST ESTIMATES (Millions of 1998 \$)**

STRATEGY	COST	RIGHT-OF-WAY COST	PROJECT COST
<b>3-A</b>	\$ 0	\$ 0	\$ 0
<b>3-B</b>	\$ 105	\$ 5	\$ 110
<b>3-C</b>	\$1,164	\$55	\$1,219
<b>3-D</b>	\$1,214	\$77	\$1,291
<b>3-E</b>	\$ 469	\$21	\$ 490
<b>3-F</b>	\$ 603	\$34	\$ 637

**NOTES:**

1. All of these costs are in addition to the current Constrained Long Range Plan.
2. The cost estimates for Strategies 3-C and 3-D were refined from the Screen 3 evaluation based on recent procurement experience by WMATA.
3. Strategy 3-D includes \$40 million for HOV lanes between the Route 28 Bypass and Gainesville and \$2 million for Metrorail right-of-way between Centreville and Gainesville.

### **I-66 and the Capital Beltway**

All traffic projections prepared for the I-66 Corridor MIS assume the CLRP improvements to the Capital Beltway mainline and to the I-66 / I-495 interchange.

The traffic analysis results indicate that the most critical movement at the I-66 / I-495 interchange is from eastbound I-66 to northbound I-495 (towards the Tysons Corner area). The current AM peak hour demand for this movement is approximately 2,300 vehicles per hour and the 2020 forecast is 3,700 vehicles per hour. The single lane ramp is currently operating at capacity and a two-lane directional ramp will be needed in the future.

With barrier separated HOV lanes on I-66 and HOV lanes on the Capital Beltway as contained in the CLRP, direct HOV to HOV ramps will be needed to accommodate anticipated I-66 HOV movements.

Even with improvements to the I-66/Beltway interchange, the capacity of the Beltway mainline will continue to constrain traffic flow through the interchange.

### **Land Use Implications**

Existing land use development patterns and the regional cooperative land use forecasts derived from local comprehensive plans will generate travel demands that will exceed the capacity of the existing and planned transportation systems in the corridor.

The planned future land development patterns reduce the potential to provide additional transportation services with a reasonable level of cost and impact on the built environment.

Significant improvements to the transportation system in the I-66 corridor cannot be made without land use impacts in the study area.

## **SECTION 4.0 – DESCRIPTION OF THE LOCALLY PREFERRED TRANSPORTATION INVESTMENT STRATEGY**

Considering the evaluation of the Screen 3 Strategies, the I-66 Study Team concluded that a multi-modal transportation investment strategy is required to meet the goals and objectives for the I-66 study area in the year 2020. The elements of the technically recommended Preferred Transportation Investment Strategy which best meet the measures of effectiveness include the following elements (**Figure 4.1**):

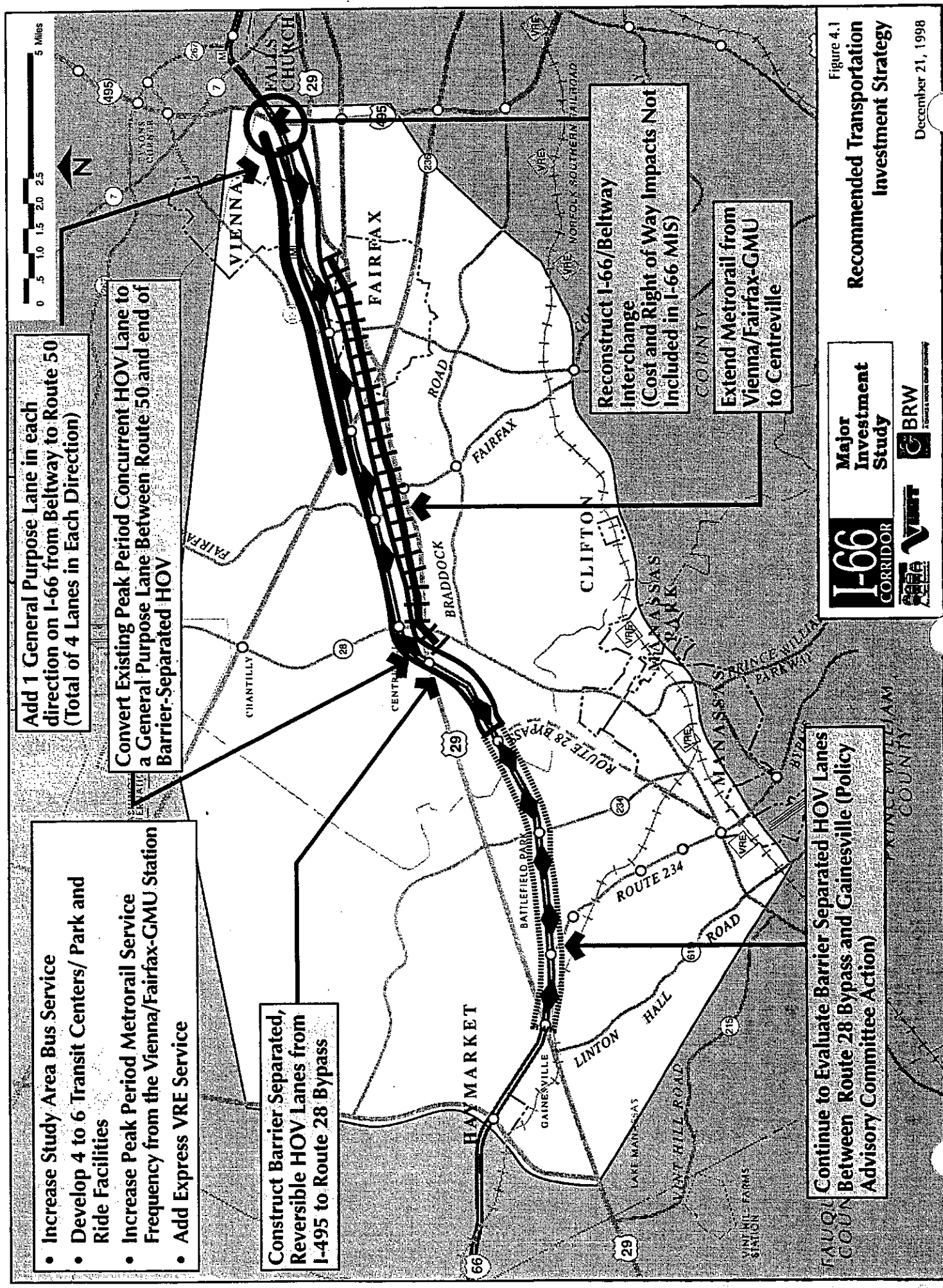
- An extension of the Metrorail Orange Line beyond the current Vienna/Fairfax-GMU Station terminus and increased Metrorail service frequency to Vienna/Fairfax-GMU.
- Provision of a two-lane, reversible, barrier separated high occupancy vehicle (HOV) facility in the corridor.
- Expanded general purpose travel lanes along I-66.
- Expanded bus transit service.
- Increased VRE service.

The recommended strategy is illustrated schematically in **Figure 4.2**. More detailed descriptions of each of these modal elements is presented below.

### **Metrorail**

Increase peak-period Metrorail service frequency from the Vienna/Fairfax-GMU Station, from once every six minutes to once every three minutes. Metrorail trains that presently originate from the West Falls Church Station would originate from the Vienna/Fairfax-GMU Station. This service would be operated until such time as rail transit operations are initiated in the Dulles Corridor. Provide additional parking facilities at the Vienna/Fairfax-GMU Station.

Plan, design, and implement an extension of the Metrorail system from the Vienna/Fairfax-GMU Station to the Centreville area, with proposed stations in the vicinity of Chain Bridge Road, Fair Oaks/Fair Lakes, Stringfellow Road, and Centreville.



**Add 1 General Purpose Lane in each direction on I-66 from Beltway to Route 50 (Total of 4 Lanes in Each Direction)**

**Convert Existing Peak Period Concurrent HOV Lane to a General Purpose Lane Between Route 50 and end of Barrier-Separated HOV**

- Increase Study Area Bus Service
- Develop 4 to 6 Transit Centers/ Park and Ride Facilities
- Increase Peak Period Metrorail Service Frequency from the Vienna/Fairfax-GMU Station
- Add Express VRE Service

**Construct Barrier Separated, Reversible HOV Lanes from I-495 to Route 28 Bypass**

**Reconstruct I-66/Beltway Interchange (Cost and Right of Way Impacts Not Included in I-66 MIS)**

**Extend Metrorail from Vienna/Fairfax-GMU to Centreville**

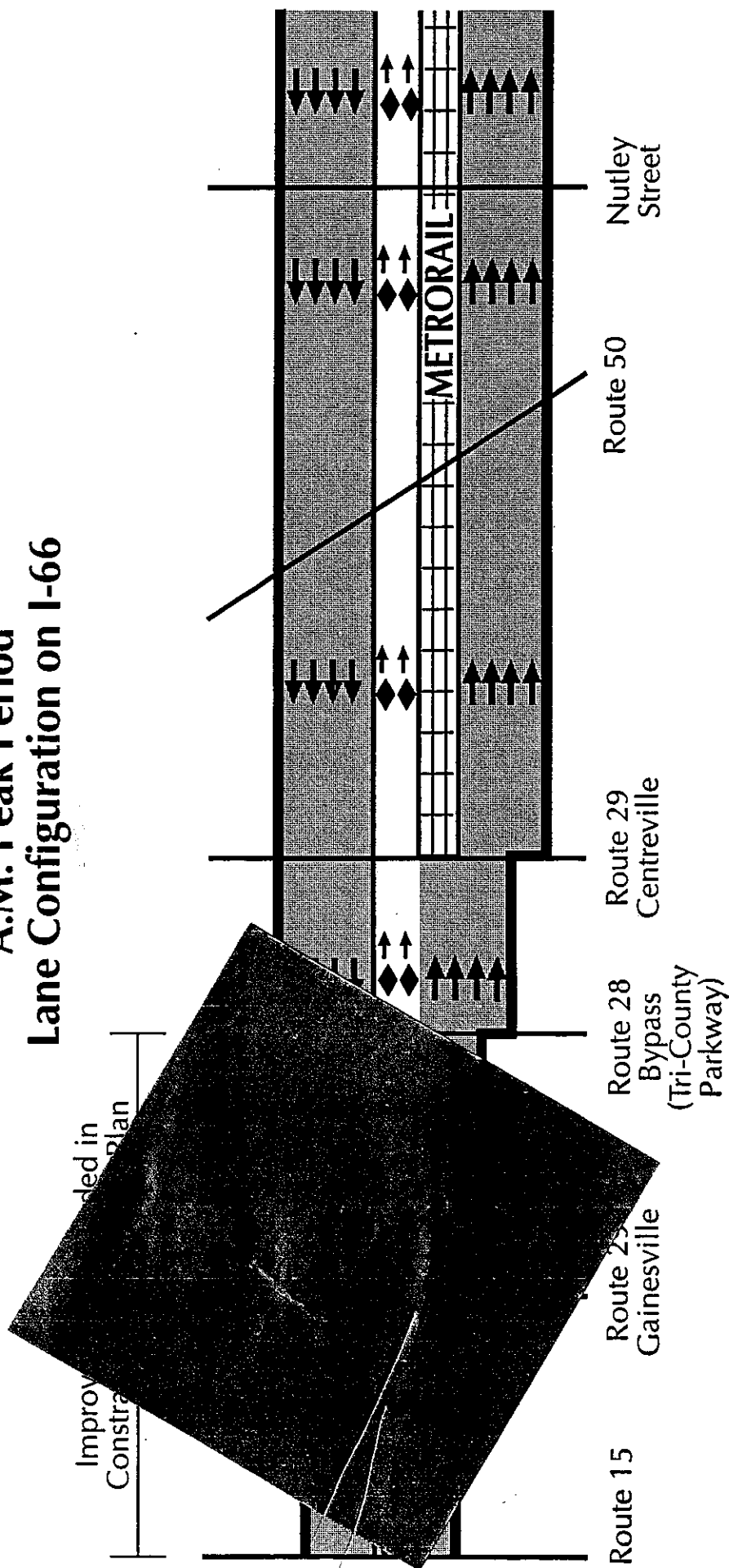
**Continue to Evaluate Barrier Separated HOV Lanes Between Route 28 Bypass and Gainesville (Policy Advisory Committee Action)**

Figure 4.1

**Recommended Transportation Investment Strategy**

December 21, 1998

# Recommended Strategy A.M. Peak Period Lane Configuration on I-66



Note: Policy Advisory Committee recommends continued evaluation of Barrier Separated HOV Lanes between Route 28 Bypass (Tri-County Parkway) and Gainesville.

Figure 4.2  
Recommended Strategy  
I-66 Lane Configuration  
December 21, 1998



## **High Occupancy Vehicle (HOV) Facilities**

Plan, design, and implement a two-lane, reversible, barrier separated HOV facility from the Capital Beltway to the vicinity of the proposed Route 28 Bypass (Tri-County Parkway) interchange with I-66. In accordance with the action of the Policy Advisory Committee at its meeting on October 22, 1998, conduct further analysis of the terminus point of the proposed HOV facility between the Route 28 Bypass (Tri-County Parkway) and Gainesville interchanges with I-66 as part of subsequent NEPA activities.

These barrier separated HOV lanes will operate one-way eastbound in the morning and one-way westbound in the afternoon. HOV entry and exit ramps will provide direct connections at major crossroads. Usage will be monitored to set occupancy requirements over time. Whether to locate the HOV facility on the north side or south side, or a combination of sides of the Metrorail line will be decided during the NEPA process.

## **General Purpose Travel Lanes Along I-66**

Add one (1) additional lane in each direction along the I-66 mainline from the U.S. Route 50 interchange east to the I-66 / I-495 interchange; and reconstruct the Route 50, Route 123, and Nutley Street interchanges and other overpasses as necessary to accommodate the additional lane.

Reconstruct the I-66 / I-495 interchange in accordance with the recommendations of the Capital Beltway MIS / NEPA study. The highest priority should be given to addressing the eastbound I-66 to northbound Capital Beltway movement towards the Tysons Corner area.

The recommendation for the provision of an additional general use travel lane in each direction along this section of I-66 must be closely coordinated with proposals by VDOT for rehabilitation of the existing I-66 mainline pavement.

## **Bus Transit**

Expand peak and off-peak local bus, Metrorail feeder and express bus services in the corridor. Increase peak hour bus service by 80-90 vehicles beyond the currently assumed CLRP increase of 50-55 peak hour buses. This will result in a total study area peak period bus fleet increase of approximately 140 vehicles in the year 2020.

Plan, design, and implement 4-6 suburban transit centers in the vicinity of Fair Oaks, Centreville, the Manassas area and at George Mason University.

## **VRE**

Provide additional VRE service that would bypass several existing VRE stations to effectively create an "express" VRE route with lower travel times in addition to the current VRE operations that serve every station along the Manassas Line.

## **Right-of-Way Preservation for Future Transportation Facilities**

Right-of-way preservation techniques relative to all of the recommended I-66 Corridor MIS corridor improvement elements should be investigated during the conduct of subsequent NEPA activities. Acquisition of right-of-way through land dedications, the use of special (non-federal) funds and hardship conditions should be considered.

These techniques should be implemented to preserve right-of-way for future transportation improvements in the I-66 corridor after a Record of Decision is reached in the NEPA process.

## **Implications of Recommendations**

The implications of these recommendations are as follows:

- All of the recommended facility and service improvements are beyond those contained in the currently adopted fiscally constrained long range transportation plan for the Year 2020.
- The implementation of these recommendations will not completely alleviate projected study area peak period traffic congestion in the year 2020. They will, however, allow more people to travel through the corridor during peak periods and will improve mobility during off-peak periods.
- Complementary actions such as the proposed improvements to the Capital Beltway and the proposed Route 28 Bypass (Tri-County Parkway) will be needed in order to better accommodate projected east-west and north-south travel demands.
- The magnitude of north-south travel demands in the study area (particularly in the Route 28 and Fairfax County Parkway corridors) warrants additional consideration of multi-modal transportation improvement strategies in accordance with the Fairfax County Comprehensive Plan

## **Capital Cost Estimate**

The total estimated cost of the entire group of proposed improvements is approximately \$1.3 billion dollars. This amount is above and beyond the funding levels that are already committed for transportation improvements in the Washington Metropolitan area. The approximate distribution of this total estimated cost between the various recommended strategy elements is as follows:



**Table 4.1**  
**CAPITAL COST OF RECOMMENDED STRATEGY**

STRATEGY ELEMENT	ESTIMATED COST (Millions of 1998 \$)
Metrorail to Centreville (incl. rail cars)	\$ 657
HOV Lanes to Route 28 Bypass	\$ 100
General Purpose Lane – I-495 to Route 50	\$ 360
Bus and VRE Service Improvements	\$ 57
Right-of-Way (all elements combined)	\$ 75
<b>TOTAL</b>	<b>\$1,249</b>

**NOTES:**

1. Extending barrier separated HOV lanes to Gainesville would require approximately an additional \$40 million.
2. These capital cost estimates do not include the cost of Beltway interchange improvements.
3. All costs are approximate and subject to change.
4. Costs are in addition to the Constrained Long Range Plan (CLRP).

**Annual Operating and Maintenance Cost**

Implementation of the recommended investment strategy will add approximately \$8.7 million (1998 \$) in annual transportation system operating and maintenance costs. This includes the annual incremental cost of operating the recommended transit system improvements and the incremental cost of maintaining the recommended transit and highway system improvements.

## **SECTION 5.0 – IMPLEMENTATION / STAGING PLAN**

Recognizing the need to conduct more detailed environmental and engineering studies, the implementation of the recommended transportation investment strategy for the I-66 corridor will be a multi-year process. The following outline presents the suggested timing for implementation of the elements of the preferred strategy over the next 15-20 years. The implementation phasing is illustrated on **Figure 5.1**.

This preliminary implementation strategy is subject to further refinement based on public and agency review and comment, and the results of more detailed engineering and environmental studies.

### **STEP 1: (1999 – 2002)**

- Complete NEPA (National Environmental Policy Act) Clearance, including receipt of a formal Record of Decision (ROD) for all recommended strategy elements. The environmental review process will be used to resolve questions regarding:
  - Location of barrier separated HOV lanes on the north side, south side, or combination of sides of the Metrorail tracks.
  - Location and functional layout of Metrorail stations.
  - Location of the western terminus of the barrier separated HOV lanes.
  - Location and design of interchange improvements and HOV access.
- Coordinate NEPA clearance activities for the I-66 Corridor MIS recommendations with those associated with the I-66 / I-495 interchange project.
- Initiate increases in study area bus, VRE, and Metrorail service.

### **STEP 2: (2003 – 2004)**

- Secure and preserve right-of-way to accommodate all elements of the recommended I-66 corridor improvement strategy.

# PROPOSED I-66 STAGING AND IMPLEMENTATION PHASING

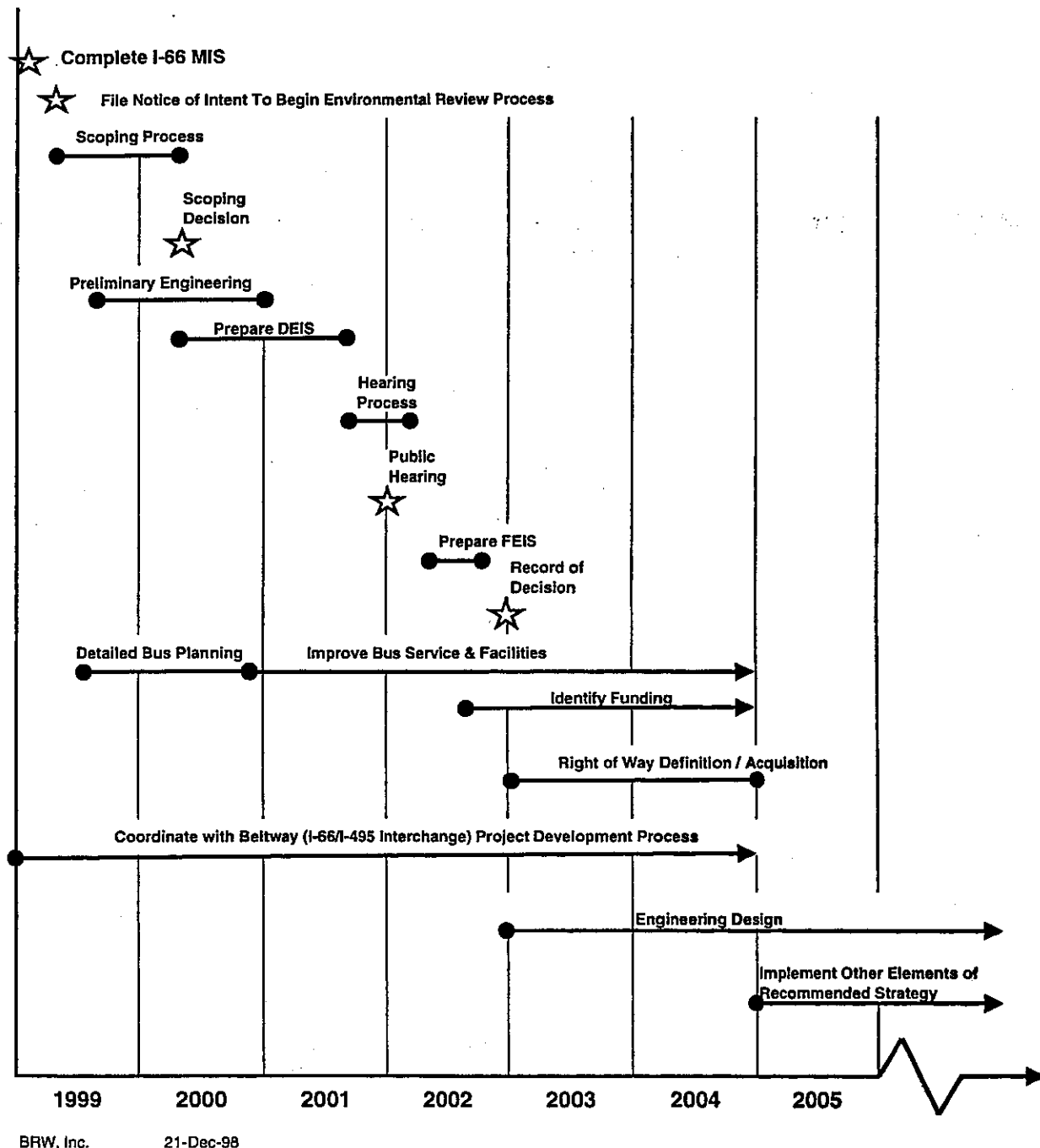


Figure 5.1

- Continue to increase study area bus service.
- Develop transit centers / park-and-ride facilities in I-66 corridor.
- Identify funding for the recommended I-66 corridor improvement strategy.
- Initiate final engineering design for the initial elements of the recommended corridor improvement strategy.

### **STEP 3: (2005 and beyond)**

- Construct general purpose travel lanes and barrier separated HOV lanes and provide a median area Metrorail right-of-way envelope between the I-66 / I-495 interchange and the Route 50 / Monument Drive area. Coordinate this construction project with those for the I-66 / I-495 interchange and VDOT's proposed pavement reconstruction project for the I-66 mainline in this area.
- Reconstruct general purpose travel lanes and construct barrier separated HOV lanes and provide a median area Metrorail right-of-way envelope as necessary between the Route 50 / Monument Drive area and the ultimately defined terminus point of the barrier separated HOV lanes.
- Construct Metrorail extension from Vienna/Fairfax-GMU to Centreville area, including stations and supporting highway and transit facilities as ultimately defined during the NEPA process for the entire study corridor.

In addition, it is recommended that consideration be given to earlier project implementation to widen portions of Route 29 and Route 50 from 4 to 6 lanes as necessary between the Fairfax County Parkway (Route 7100) and the Capital Beltway (I-495) in accordance with the City of Fairfax and Fairfax County Comprehensive Plans and the currently adopted CLRP in order to provide a consistent 6-lane cross-section along these arterial routes. This could provide an improved alternative travel route during the I-66 construction period.

## ***GLOSSARY***

CLRP	Constrained Long Range Plan
DRPT	Virginia Department of Rail and Public Transportation
FHWA	Federal Highway Administration, U.S. Department of Transportation
FTA	Federal Transit Administration, U.S. Department of Transportation
HOV	High Occupancy Vehicle
LPTIS	Locally Preferred Transportation Investment Strategy
LRT	Light Rail Transit
MIS	Major Investment Study
MOE	Measure of Effectiveness
MWCOG	Metropolitan Washington Council of Governments
NEPA	National Environmental Policy Act
NPS	National Park Service, U.S. Department of the Interior
PAC	Policy Advisory Committee
PE	Preliminary Engineering
PMT	Project Management Team
ROD	Record of Decision
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TCC	Transportation Coordinating Council
TPB	Transportation Planning Board of the Metropolitan Washington Area
V/C	Volume to Capacity Ratio
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles of Travel
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority
WTC	Western Transportation Corridor

## ***APPENDIX***

- I-66 Policy Advisory Committee List
- I-66 Technical Advisory Committee List
- I-66 Study Team
- List of I-66 Meeting Dates

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## ***I-66 Corridor MIS - Meeting Dates***

### **TECHNICAL ADVISORY COMMITTEE MEETINGS**

August 10, 1995  
September 21, 1995  
October 11, 1995  
October 19, 1995  
November 16, 1995  
December 21, 1995  
January 11, 1996  
January 18, 1996  
January 26, 1996  
February 15, 1996  
March 29, 1996  
May 2, 1996  
June 5, 1996  
August 15, 1996  
September 5, 1996  
September 19, 1996  
October 3, 1996  
November 21, 1996  
December 5, 1996  
February 20, 1997  
March 20, 1997  
May 29, 1997  
June 26, 1997  
August 21, 1997  
September 29, 1997  
November 5, 1997  
November 24, 1997  
December 18, 1997  
January 20, 1998  
February 27, 1998  
April 2, 1998  
April 16, 1998  
April 30, 1998  
June 25, 1998  
August 25, 1998  
September 24, 1998  
October 15, 1998  
December 1, 1998

### **POLICY ADVISORY COMMITTEE MEETINGS**

December 14, 1995  
January 11, 1996  
February 7, 1996  
March 21, 1996  
June 20, 1996  
October 29, 1996  
March 13, 1997  
July 10, 1997  
August 7, 1997  
September 11, 1997  
November 20, 1997  
January 29, 1998  
March 12, 1998  
May 14, 1998  
June 11, 1998  
September 10, 1998  
October 22, 1998  
December 10, 1998  
January 21, 1999

### **I-66 CORRIDOR MIS PUBLIC WORKSHOPS**

November 14, 1995  
November 15, 1995  
March 11, 1996  
March 19, 1996  
May 12, 1998 Citizens Focus Group  
Workshop  
November 4, 1998  
November 12, 1998  
November 16, 1998  
November 18, 1998

### **INTERAGENCY COORDINATION MEETING**

October 17, 1995

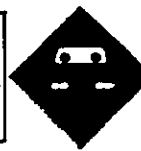
## **POLICY ADVISORY COMMITTEE**

### **MEETING AGENDAS AND SUMMARIES**

January 21, 1999  
December 10, 1998  
October 22, 1998  
June 11, 1998  
May 14, 1998  
March 12, 1998  
January 29, 1998  
November 20, 1997  
September 11, 1997  
August 7, 1997  
July 10, 1997  
March 13, 1997  
October 29, 1996  
June 20, 1996  
March 21, 1996  
February 7, 1996  
January 11, 1996  
December 14, 1995

### **MEETING UPDATES**

October 22, 1998  
June 11, 1998  
May 14, 1998  
March 12, 1998  
January 29, 1998  
November 20, 1997  
September 11, 1997  
August 7, 1997



## **I-66 CORRIDOR MIS**

### **POLICY ADVISORY COMMITTEE**

Annandale Campus, Northern Virginia Community College

Seminar Rooms A, B, C & D

January 21, 1999

Dinner will be available at 5:30 PM, Meeting starts at 6:00 PM

### **AGENDA**

- |                         |   |
|-------------------------|---|
| 6:00<br>Chairman Mason  | 1. <b>Introductions</b>   |
| 6:03<br>Chairman Mason  | 2. <b>December 10, 1998 Meeting Summary</b><br>Attachment #1: Meeting Summary – Policy Advisory<br>Committee, December 10, 1998<br>(Action Item)  |
| 6:05<br>Gary Kuykendall | 3. <b>Project Status Report</b><br>Mr. Kuykendall will summarize project activities since the<br>December Committee meeting and outline the project<br>status.<br>Attachment #2: Synopsis of meetings held since December<br>10, 1998 Committee Meeting<br>(Presentation, Information Item)   |
| 6:15<br>Chairman Mason  | 4. <b>Discussion of Actions or Positions by Affected<br/>Jurisdictions.</b>   |
| 6:25<br>Chairman Mason  | 5. <b>Discussion of Letter of Transmittal to Secretary of<br/>Transportation</b><br>The Chairman has drafted a letter of transmittal to the<br>Secretary of Transportation for consideration by the<br>Committee.<br>Attachment #3: Draft Letter of Transmittal of I-66<br>Corridor MIS Final Summary Report dated 1/11/99<br>(Presentation, Action Item) |



6:50  
Chairman Mason

6. **Transmittal to Secretary of Transportation of I-66 MIS Summary Report**

The Study Team has completed the final MIS Summary Report. The report contains the recommended transportation investment strategy for the corridor and documents the MIS process and other strategies considered. Comments received to 1/4/99 have been incorporated and the document is ready for transmittal to Secretary Ybarra. Attachment #4: I-66 Corridor MIS Summary Report (Action Item)

6:55  
Chairman Mason

7. **Other Business**

7:00  
Chairman Mason

8. **Adjourn**



**I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY  
January 21, 1999  
Northern Virginia Community College Annandale Campus – Rooms A, B, C, D**

---

**Attending:**

The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable Katherine K. Hanley, Fairfax County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Edgar S. Wilbourn, III, Prince William County Board of Supervisors

Kathleen Benton, WMATA  
Tom Farley, VDOT NOVA  
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Eric Marx, PRTC  
James Maslanke, Arlington County  
Bob Moore, Fairfax County Transportation  
Valerie Pardo, VDOT NOVA  
John Pasek, Fairfax County Board of Supervisor Connolly's Office  
Tracey Pilkerton, Travesky & Associates  
JoAnne Sorenson, VDOT-NOVA  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Policy Advisory Committee met on Thursday, January 21, 1999, at 6:00 p.m. in Rooms A, B, C, and D at the Northern Virginia Community College Cultural Center, Annandale Campus. Chairman John Mason, Mayor of the City of Fairfax presided. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Introduction:** Chairman John Mason called the meeting to order at 6:10 p.m.

**AGENDA ITEM 2 - December 10, 1998, Meeting Summary (Agenda Attachment #1):** The Committee approved the December 10, 1998, Meeting Summary without amendment.

**AGENDA ITEM 3 - Project Status Report (Attachment #2):** Gary Kuykendall, DRPT, referred the Committee to Attachment #2, which list the seven meetings conducted by the jurisdictions or individual elected officials since the report was released to the jurisdictions for comments. At the Chairman's request, Kuykendall provided a brief presentation of the study and the summary report.

**Committee Comments:** The Committee asked the Study Team to verify that the widening of Routes 29 and 50 from Route 7100 to I-495 are to the current level of the Comprehensive Plan and verify whether it is in the CLRP.

Mayor Robinson stated that he could not support the taking of right-of-way for the addition of single occupancy vehicle (SOV) lanes as these lanes will fill as fast as they are built. While he understands that the right-of-way take is relatively small, most of the impact is to the Town of Vienna and the Vienna Little League field. Therefore, he does not support the SOV element of the recommendation. He does support the rail portion as he believes it is the most important element of the recommendation.

Supervisor Wilbourn expressed concerns related to the sector counts used in the study and suggested that the cover letter to the Secretary of Transportation include a word of caution about this. He proposed that a more definitive count of the outer sector jurisdictions be considered.

**AGENDA ITEM 4 - Discussion of Actions or Positions by Affected Jurisdictions:** No discussion.

**AGENDA ITEM 5 - Discussion of Letter of Transmittal to Secretary of Transportation (Attachment #3):** Chairman Mason provided a detailed overview of the draft letter of transmittal to the Secretary of Transportation and asked the Committee for their comments.

**Committee Comments:** The Committee discussed the draft letter to the Secretary of Transportation and agreed a comment should be included in the second paragraph under observations that mentions the lack of highway capacity on I-66 inside the Beltway and its affect on I-66 outside the Beltway.

The Committee agreed another paragraph should be added under observations that assumes existing Northern Virginia regional priority projects proceed without being effected by the proposed I-66 initiatives.

The Committee discussed the issue of priority for rail over surface transportation improvements. Supervisor Wilbourn expressed concern that current surface transportation improvement projects in Prince William County not be impacted by this decision. The Committee agreed that a comment should be included that addresses this issue west of Route 50.

A motion was made and unanimously supported that the Committee concurs with the letter and it will be mailed out in two to three weeks after final Committee edits.

**AGENDA ITEM 6 - Transmittal to Secretary of Transportation of I-66 MIS Summary Report (Agenda Attachment #4):** No discussion.

**AGENDA ITEM 7 – Other Business:** Chairman Mason thanked the Study Team for a job well done.

**AGENDA ITEM 8 - Adjourn:** Chairman Mason adjourned the meeting at 7:10 PM.



## **I-66 CORRIDOR MIS**

### **POLICY ADVISORY COMMITTEE**

Annandale Campus, Northern Virginia Community College

President's Room

December 10, 1998

Dinner will be available at 5:00 PM, Meeting starts at 5:30

### **AGENDA**

- |                         |  |
|-------------------------|--|
| 5:30<br>Chairman Mason  | 1. <b>Introductions</b>  |
| 5:35<br>Chairman Mason  | 2. <b>October 22, 1998 Meeting Summary</b><br>Attachment #1: Meeting Summary – Policy Advisory<br>Committee, October 22, 1998<br>(Action Item)   |
| 5:40<br>Gary Kuykendall | 3. <b>Project Status Report</b><br>Mr. Kuykendall will summarize project activities since the<br>October committee meeting and outline the project status.<br>(Presentation, Information Item)                     |
| 5:45<br>Angela Fogle    | 4. <b>Technical Advisory Committee Report</b><br>The Technical Advisory Committee met on December 1,<br>1998.<br>Attachment #2: Technical Advisory Committee Meeting<br>Agenda<br>(Presentation, Information Item) |
| 5:50<br>Marie Travesky  | 5. <b>Results of Public Information Meetings</b><br>Public information meetings were held on November 4, 12,<br>16, and 18.<br>Attachment #3: Report on Public Meetings<br>(Presentation, Information Item)        |



6:00  
Richard Wolsfeld

**6. Final Study Team Recommendations on I-66 Corridor MIS**

The Study Team has completed a draft of the Final MIS Summary Report. The report contains the recommended transportation investment strategy for the corridor and documents the MIS process and other strategies considered. The Study Team is seeking comments from the Committee prior to finalizing the Summary Report.

**Attachment #4: I-66 Corridor MIS Final Summary Report (Presentation)**

6:30  
Chairman Mason

**7. Policy Advisory Committee Discussion of Recommendations**

At this meeting, the Committee will formally adopt a recommended investment strategy for the I-66 Corridor, to be transmitted to the localities for their consideration.  
**(Action Item)**

6:45  
Chairman Mason

**8. Discussion of Process to Study Closure and Draft Letter to Secretary Ybarra**

**Attachment #5: Draft Agenda for 1-28-99 Meeting**  
Draft Letter to Secretary Ybarra (to be distributed at meeting)  
**(Action Item)**

6:55  
Chairman Mason

**9. Other Business**

7:00  
Chairman Mason

**10. Adjourn**

**I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY**

**December 10, 1998**

**Northern Virginia Community College Annandale Campus – Presidential Dining Room**

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**Attending:**

The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable David Mangum, Chairman, Fauquier County Board of Supervisors

Chip Badger, DRPT  
Joel Eisenfeld, PRTC  
Angela Fogle, Fairfax County  
Toni Giardini, MWCOG/TPB  
Lewis Grimm, BRW  
Jim Hamre, Arlington County Department of Public Works  
Corey Hill, DRPT  
Tamara Keeler, VDOT  
Gary Kuykendall, DRPT  
Jim Maselanta, Arlington County Department of Public Works  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Tracey Pilkerton, Travesky & Associates  
Art Smith, Loudoun County Department of Transportation  
JoAnne Sorenson, VDOT-NOVA  
Richard Stevens, WMATA  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Policy Advisory Committee met on Thursday, December 10, 1998, at 5:30 p.m. in the Presidential Dining Room at the Northern Virginia Community College Cultural Center, Annandale Campus. Chairman John Mason, Mayor of the City of Fairfax presided. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Introduction:** Chairman John Mason called the meeting to order at 6:00 p.m.

**AGENDA ITEM 10 - Adjourn:** Chairman Mason adjourned the meeting promptly at 6:00 p.m. due to a lack of attendance by the Policy Advisory Committee.

FOR FURTHER INFORMATION CALL  
Marie Travesky (703) 934-4639

October 28, 1998

## I-66 CORRIDOR MIS UPDATE

The Policy Advisory Committee met on October 22, 1998 at the Annandale Campus of the Northern Virginia Community College. Chairman John Mason, Mayor of the City of Fairfax, presiding.

Tom Farley, VDOT, Northern Virginia District Administrator, made a presentation concerning the possibility, timing and process to be followed, for an I-66 Pavement Replacement Project from Route 50 to the Capital Beltway (I-495).

The Study Team presented their recommendation for a Preferred Investment Strategy based on the Screen 3, or final, technical analysis. The Policy Advisory Committee requested that several changes be made in the Strategy. They accepted the Study Team's recommendation for Strategy 3-D, which includes a general purpose lane in each direction between Route 50 and the Beltway; barrier separated HOV to the Route 28 Bypass; consideration for extending high occupancy vehicle lanes (HOV) to Gainesville; extension of Metrorail to Centreville; and expansion of bus service.

The Committee reviewed the materials for the Public Meetings. The Public Meetings are scheduled as follows:

Wednesday, November 4, Stone Intermediate School in Centreville  
Thursday, November 12, Oakton High School in Oakton  
Monday, November 16, 1998, Holiday Inn at I-66 and Sudley Road in Manassas  
Wednesday, November 18, at the Fairfax City Hall.

All meetings will begin at 7 PM and will consist of a presentation on the Preferred Investment Strategy. The presentation will be followed by a question and answer period and an Open House for viewing of the right of way maps and other exhibits.

The next meeting of the committee is scheduled for December 10, 1998 at 5:30 PM at the Community College. Input and comments from the public will be considered for inclusion in the Preferred Investment Strategy.





FOR FURTHER INFORMATION CALL  
Marie Travesky (703) 934-4639

June 16, 1998

## I-66 CORRIDOR MIS UPDATE

The Policy Advisory Committee met on June 11, 1998 at the Annandale Campus of the Northern Virginia Community College. Vice Chairman John Mason chaired the first half of the meeting and Chairman Robert Lee, the Northern Virginia District Member of the Commonwealth Transportation Board, chaired the remainder of the meeting.

The Committee received a report from the Technical Advisory Committee, which included their recommendations for strategies that should be carried forward to the next level of analysis and those that should not.

The Committee received the results of the recently completed analysis of ten strategies and the recommendation of the Study Team, with the concurrence of the Technical Advisory Committee, concerning disposition of those strategies. The alternatives that are to be carried forward for more detailed analysis include:

- An alternative consisting of the Constrained Long Range Plan with transit service enhancements - bus, VRE, and Metrorail;
- An alternative which includes the extension of Metrorail to Centreville, preservation of right of way for future rail to Gainesville, and barrier separated, reversible HOV Lanes on I-66;
- An alternative that incorporates the elements in item (2) above with one additional general purpose lane in each direction on I-66 between Route 50 and I-495;
- An alternative consisting of barrier separated, reversible HOV Lanes on I-66 and the best performing bus routes from the former Super Bus strategy;
- An alternative consisting only of barrier separated reversible HOV lanes on I-66.

All of these alternatives will be evaluated against the regional Constrained Long-Range Plan. The Committee eliminated the further study of improvements to Routes 29 and 50. They requested that barrier separated reversible HOV lanes be included in each alternative and that concurrent flow HOV lane options not be studied further.

The next meeting of the Policy Advisory Committee is scheduled for September 10, 1998, at which time they will receive the results of the final technical analysis of the alternatives and a preliminary implementation staging plan for a preferred alternative.



**I-66****Corridor****Major  
Investment  
Study**

FOR FURTHER INFORMATION CALL  
Marie Travesky (703)934-4639

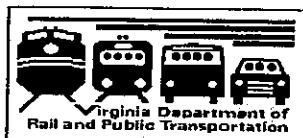
May 18, 1998

## **I-66 CORRIDOR MIS UPDATE**

The Policy Advisory Committee met on May 14, 1998 at the Annandale Campus of the Northern Virginia Community College. Chairman Robert Lee, the Northern Virginia District Member of the Commonwealth Transportation Board, presiding.

The Committee was given the Results and Key Findings of the Screen 2B Strategies. The ten strategies were evaluated relative to environmental effects, ridership and vehicular forecasts, capital and operating costs and right of way impacts.

The Policy Advisory Committee's next meeting is on June 11, 1998, at the Community Cultural Center at the Annandale Campus of the Northern Virginia Community College. The anticipated topics include the selection of investment strategies for the Screen 3 final analysis.



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**AGENDA ITEM 6 –Screen 2B Results, Key Findings, and Policy Direction (Agenda Attachments #4, #5, and #6):** Dick Wolsfeld briefed the Committee on the results and key findings for Screen 2B analysis. Wolsfeld mentioned that the objective of the Study is to select the best combination of elements for a preferred strategy.

**Committee Comments:** The Committee discussed the impacts on adjacent areas when acquiring right-of-way. The Committee asked the Study Team to keep them informed of the impact issues, in both residential and business areas.

A Committee member asked, what would happen if the only improvements made were to the Beltway and I-66 interchange and nothing else was done. A discussion ensued of the most feasible approach for such an analysis. This resulted in a suggestion to analyze the interchange improvement with the CLRP Baseline.

The Committee requested the Study Team to highlight the performance and impacts of Route 29 and Route 50 roadway improvements under Strategy #8, and include the impacts to the analytical result chart for Strategy #8, under " **NEGATIVES.**"

The Committee agreed they would not eliminate any Strategies tonight. They asked the Study Team to bring back further analysis separating out I-66 and Routes 29 and 50. They also requested a chart be provided and the travel demand forecast for ease of comparison between Strategies.

**AGENDA ITEM 7 – Summation and Upcoming Meetings:** The next Policy Advisory Committee meeting is scheduled for June 11, 1998, at 5:30 p.m. Dinner will be served at 5:00 p.m., and staff will be available to answer questions at 4:00 p.m.

**AGENDA ITEM 8 – Other:** None.

**AGENDA ITEM 9 - Adjourn:** Chairman Lee adjourned the meeting at 7:20 PM.

FOR FURTHER INFORMATION CALL  
Marie Travesky (703)934-4639

March 18, 1998

## I-66 CORRIDOR MIS UPDATE

The Policy Advisory Committee met on March 12, 1998 at the Annandale Campus of the Northern Virginia Community College. Chairman Robert Lee, the Northern Virginia District Member of the Commonwealth Transportation Board, presiding.

The Committee accepted the Report of the US Route 29 Corridor Development Study dated March 4, 1998 with the understanding that affected local jurisdictions, Prince William County mentioned specifically, will be a party to any future action concerning Route 29.

The Committee reviewed a summary regarding the status of the Capital Beltway Study, and responded with interest to a presentation on travel patterns and traffic operations at the I-66/Beltway interchange. They asked for a more thorough technical review of these travel patterns and an investigation into why more people who could use the existing transit do not.

Committee actions taken to further consolidate strategies for Screen 2B analysis include assuming preservation along I-66 of right of way for Metrorail to Centreville as well as for a form of rail to Gainesville. Regarding Light Rail issues they selected the Route 28 Bypass alignment south of Centreville with the understanding that this does not endorse any specific alignment, and chose not to pursue a Technical Advisory Committee suggestion to study light rail transit on Route 50. The Committee requested that the Super Bus strategy be studied in the next phase, and responding to a request of Commonwealth Transportation Board members in the area, asked that Virginia Railway Express service to Gainesville be included in Screen 2B.

The Policy Advisory Committee's next meeting is on May 14, 1998 at the Fairfax County Government Center in Conference Rooms 9 and 10, at 5 PM. Anticipated topics include review of all Screen 2B results and selection of investment strategies for the Screen 3 analysis.



**I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY**  
**March 12, 1998**  
**Northern Virginia Community College Annandale Campus – President's Room**

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**Attending:**

Chairman Robert Lee, Commonwealth Transportation Board  
The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable Katherine K. Hanley, Fairfax County Board of Supervisors  
The Honorable David C. Mangum, Fauquier County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William County Board of Supervisors  
The Honorable Ed Wilbourn III, Prince William County Board of Supervisors

Chip Badger, DRPT  
Kathleen Benton, WMATA  
Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Joseph Doyle, Westervelt HOA  
Angela Fogle, Fairfax County  
Toni Giardini, MWCOG/TPB  
Greg Gorham, Citizen  
Lewis Grimm, BRW  
Corey Hill, DRPT  
Randy Hodgson, Fauquier County  
J. L. Knodler, NPS  
Gary Kuykendall, DRPT  
Eric Marx, PRTC  
Nancy Molar, Citizen, Gainesville District  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT NOVA  
John J. Pickeral, Jr., Sudley Springs Citizens Association  
Tracey Pilkerton, Travesky & Associates  
Jeff Reinbold, NPS  
Stewart Schwartz, Coalition for Smarter Growth, Washington Regional Network  
Jennifer Sloan, NVTC  
Robert K. Sutton, NPS  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Policy Advisory Committee met on Thursday, March 12, 1998, at 5:30 p.m. in the President's Room at the Northern Virginia Community College, Annandale Campus. Chairman Robert Lee, of the Commonwealth Transportation Board, presided. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Introduction:** Chairman Robert Lee began the meeting at 5:35 p.m.

**AGENDA ITEM 2 - January 29, 1998, Meeting Summary:** The Committee approved the January 29, 1998 Meeting Summary without amendment.

**AGENDA ITEM 3 - Project Status Report:** Gary Kuykendall, DRPT, reported that letters received from the National Park Service and Congressman Wolf will be discussed under Agenda Item 5. The revised *Summary Table 2 - Rail Questions*, will be discussed under Agenda Item 7 and will replace *Summary Table 2* in Agenda Attachment #5. He reported that the Study Team is on time with the project schedule.

Kuykendall informed the Committee that a special presentation focusing on rail was held in the City of Fairfax in February. He thanked Mayor Mason for his assistance and reported that the attendees found the presentation very informative.

**Committee Comments:** None.

**AGENDA ITEM 4 - Technical Advisory Committee (Agenda Attachment #2):** Angela Fogle, Fairfax County, summarized the Technical Advisory Committee's work over the last month. Agenda Attachment #2 is a copy of the February 27, 1998, Technical Advisory Committee meeting agenda. Fogle reported that the Technical Advisory Committee agreed that the information pertaining to *Agenda Item 3 - Review of I-66 typical sections and right-of-way considerations*, should be presented to the Policy Advisory Committee together with all other Screen 1B results. Therefore, this information will be presented to the Committee at the next meeting.

Fogle provided a brief overview of the Technical Advisory Committee's comments regarding Refinement of Screen 2 Strategies. Specifically, the Committee requested that Strategy #12 - Super Bus, be studied further, and that there be no further study of the rail options to Gainesville. The Committee supports preserving right-of-way for rail to Gainesville in case of future demand.

**Committee Comments:** None.

**AGENDA ITEM 5 - Route 29 Corridor Development Study Final Report (Agenda Attachment #3):** Rick Nau referred the Committee to the final report on the *Route 29 Corridor Development Study*, dated March 4, 1998. The report was modified to reflect the action from Prince William County Board of Supervisors and the results of the public meeting held on January 8, 1998. He asked the Committee to accept the final report, which will conclude the Route 29 Corridor Development Study.

**Committee Comments:** The Chairman recognized Jeff Reinbold of the National Park Service. Reinbold referred the Committee to the March 6, 1998, letter from the National Park Service to Mr. Robert Lee, Chairman of the Policy Advisory Committee. The letter requests that the Committee amend the planning assumptions of the I-66 Major Investment Study to assume that commuter traffic from the current U. S. Route 29 be rerouted onto I-66. Reinbold indicated that the Park Service urged the Policy Committee to accept the study report.

Speaking on behalf of the Virginia Department of Transportation, Farid Bigdeli stated that the Department does not support the designation of Route 29 on I-66. VDOT will coordinate with Prince William County and determine if they would like to pursue a functional plan for Route 29 south of I-66.

The Committee accepted the report of the *U.S. Route 29 Corridor Development Study*, dated March 4, 1998 with the understanding that affected local jurisdictions, Prince William County specifically, will be a party to any future action concerning Route 29.

**AGENDA ITEM 6 – I-66 and the Capital Beltway (Agenda Attachment #4):** Dick Wolsfeld provided a briefing in response to the Committee's request for additional information on where people were traveling in the I-66 Corridor, and the travel patterns and traffic operation at the I-66 Beltway interchange.

**Committee Comments:** The Committee asked that this information be brought back after the Technical Advisory Committee has reviewed it. Specifically, the Committee asked for a more thorough review of the travel patterns presented, and an investigation into why more people who could use the existing transit do not.

**AGENDA ITEM 7 – Refinements of Screen 2 Strategies (Agenda Attachment #5):** Wolsfeld presented the five rail issues listed in the revised *Summary Table 2*, dated March 12, 1998, and the major collection and attraction areas for the Super Bus Strategy, which is included in Agenda Attachment #5.

**Committee Comments:** The Committee agreed to the following:

- Assume preservation along I-66 of right-of-way for Metrorail to Centreville as well as a form of rail to Gainesville.
- Study the Route 28 Bypass alignment south of Centreville for analysis of a southern light rail transit alignment, with the understanding that this does not endorse any specific alignment.
- Do not study further Strategy #7 – Light Rail Transit, on Route 29.
- Do not pursue the Technical Advisory Committee's suggestion to study light rail transit on Route 50.
- Study the Super Bus strategy in the next phase.
- Include the Virginia Railway Express service to Gainesville in Screen 2B in response to a request of Commonwealth Transportation Board members in the area.

**AGENDA ITEM 8 – Upcoming Meetings (Agenda Attachment #6):** Kuykendall referred the Committee to Agenda Attachment #6, schedule of proposed meetings. The Study Team will be available to brief the Policy Advisory Committee upon request. The next meeting of the Policy Advisory Committee will be held on May 14, 1998, in Conference Rooms 9 and 10 of the Fairfax County Government Center.

**Committee Comments:** None.

**AGENDA ITEM 9 – Meeting Summation:** Chairman Lee commented that this was a good meeting and they were making progress. He extended a thank you to those present.

**AGENDA ITEM 10 - Other:** None.

**AGENDA ITEM 11 - Adjourn:** Chairman Lee adjourned the meeting at 7:10 PM.

FOR FURTHER INFORMATION CALL  
Marie Travesky (703)934-4639

February 3, 1998

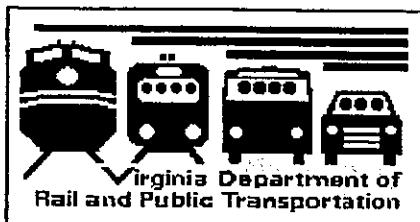
## I-66 CORRIDOR MIS UPDATE

The Policy Advisory Committee met on January 29, 1998, at the Fairfax County Governmental Center. Robert T. Lee, At Large Urban Member of the Commonwealth Transportation Board, chaired the meeting.

The Committee received a plan developed by the Study Team that is designed to conclude the Major Investment Study by October 1998. They also received a report from the Technical Advisory Committee covering their three most recent meetings. On the Route 29 Corridor Development Study, the Committee received a report of the January 8, 1998, Public Information Meeting with summaries of the public comments for their consideration.

The results and conclusions of Screen 2A were presented to the committee. Two strategies -- the Baseline and Enhanced Baseline--are being carried forward until the conclusion of the Study. They serve as a basis for comparison for all strategies and will be retained until the conclusion of the Study. Of the fifteen other strategies studied in that screen, five had been eliminated because neither the Study Team nor the Technical Advisory Committee felt they should be examined further. There was agreement on seven of the remaining strategies to be studied. Differences of opinion on three areas were brought forward to the Policy Advisory Committee for resolution. On two of the three alternatives, Metrorail to Gainesville and Super Bus, the Policy Advisory Committee indicated that they should be studied in Screen 2B. They eliminated the Virginia Rail Express to Gainesville strategy. At the request of the Committee, light rail to Gainesville will be studied as a component of one of the retained alternatives. A total of seven of the 15 alternatives are carried forward for further analysis.

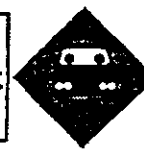
The next meeting of the Policy advisory Committee will be held on March 12, 1998, at the Northern Virginia Community College in Annandale.



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## I-66 CORRIDOR MIS

### POLICY ADVISORY COMMITTEE

January 29, 1998, 5:30 PM

Fairfax County Government Center, Rooms 9 and 10

**PLEASE NOTE:** Project staff invite you to join us in the room beginning at 4:00 to answer any questions especially regarding the Screen 2A results and recommendations. Dinner will be available at 5:00.

### AGENDA

5:30  
Chairman Lee

1. **Introductions**

5:35  
Chairman Lee

A (2)

**November 20, 1997 Meeting Summary**  
Attachment #1: Meeting Summary - November 20, 1997.  
~~✱~~ **Action Item**

5:40  
Mr. Kuykendall

3. **Project status report**

During the November 20 meeting, Chairman Lee requested a plan to conclude the project. The Study Team developed a schedule to conclude the MIS by October 1998. Presentation of this plan is the primary topic of this report.

Attachment #2: Strategy for Bringing Project to Close  
**Presentation, Information Item**

5:45  
Kathleen Benton

4. **Technical Advisory Committee**

The Technical Advisory Committee met on November 24, December 18, and January 20.

Attachment #3: November 24, December 18, 1997 and January 20, 1998 Technical Advisory Committee meeting summaries and agendas.

**Presentation, Information Item**



5:50  
Mr. Nau

A (5.)

## Screen 2A Results and Conclusions

The Policy Advisory Committee asked for a preliminary evaluation of Screen 2 strategies (Screen 2A) using travel demand Measures of Effectiveness (MOE's).

The Study Team proposes consolidation of the fifteen Screen 2A strategies to the seven that best meet the travel demand MOE's. (The fifteen and seven above do not include the Baseline and the Enhanced Baseline. These two serve as a basis for comparison for all strategies and will be retained until the conclusion of the study.)

On January 20<sup>th</sup>, the TAC agreed with the Study Team's consolidation recommendations with the exceptions of Strategies #3, #12, and #15. Strategies #3 and #15 each propose fixed guideway passenger rail connections to Gainesville while none of the seven strategies proposed by the Study Team do so. Strategy #12 proposes a further enhancement of the transit bus services proposed in the Enhanced Baseline.

The Study Team requests a Committee recommended package of strategies for analysis in Screen 2B.

Attachment # 4: Screen 2A Results



Presentation, Action Item

6:30  
Mr. Nau

### 6. Preliminary Report on Route 29 Corridor Development Study Public Information Meeting

On January 8, 1998, a public information hearing was held on the Route 29 study. A preliminary report on the public meeting will be made. A draft final report will be presented for Policy Advisory Committee consideration at the March 12, 1998 meeting.

Handout to be provided at meeting

Presentation, Information Item

6:50  
Chairman Lee

### 7. Summation and Upcoming Meetings

6:55  
Chairman Lee

### 8. Other

7:00  
Chairman Lee

### 9. Adjourn

I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY  
January 29, 1998  
Fairfax County Government Center -- Rooms 9 & 10

---

Attending:

Chairman Robert Lee, Commonwealth Transportation Board  
The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable Katherine K. Hanley, Fairfax County Board of Supervisors  
The Honorable David C. Mangum, Fauquier County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William County Board of Supervisors  
The Honorable Ed Wilbourn III, Prince William County Board of Supervisors

Matt Benka, VRE  
Kathleen Benton, WMATA  
Farid Bigdeli, VDOT NOVA  
Angela Fogle, Fairfax County  
Lewis Grimm, BRW, Inc.  
Corey Hill, DRPT  
James C. Kuczinski, Citizen  
Gary Kuykendall, DRPT  
K. E. Lantz, VDOT  
Eric Marx, PRTC  
Nancy Molar, Citizen, Gainesville District  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT NOVA  
John J. Pickenal, Jr., Sudley Springs Citizens Association  
Tracey Pilkerton, Travesky & Associates  
Steve Roberts, VRE  
Jennifer Sloan, NVTC  
Robert L. Trachy, Jr., VDOT  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax

The I-66 Major Investment Study Policy Advisory Committee met on Thursday, January 29, 1998, at 5:30 p.m. in Rooms 9 & 10 at the Fairfax County Government Center. Chairman Robert Lee, of the Commonwealth Transportation Board, presided. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Introduction:** Chairman Robert Lee began the meeting at 5:40 p.m.

**AGENDA ITEM 2 - September 11, 1997, Meeting Summary:** The Committee approved the November 20, 1997 Meeting Summary without amendment.

**AGENDA ITEM 3 - Project Status Report (Agenda Attachment #2):** Gary Kuykendall, DRPT, reported that Agenda Attachment #2 is in response to Chairman Lee's request for a plan to bring the Study to closure. According to the schedule, the I-66 MIS will conclude by October 1998.

**Committee Comments:** Chairman Lee stated that he is holding everyone to the schedule now that it is in writing.

**AGENDA ITEM 4 - Technical Advisory Committee (Agenda Attachment #3):** Kathleen Benton summarized the Technical Advisory Committee's work over the last two months. Copies of the Committee meeting summaries and agendas are included in Agenda Attachment #3. Benton informed the Committee she would address the travel modeling results during Agenda Item #5. However, with regard to this Study, the Technical Advisory Committee would like to raise two key points with the Policy Advisory Committee:

- First, nothing that is done is going to solve the problem on I-66 completely, especially at the wall.
- Secondly, while the Constrained Long Range Plan (CLRP) looks as though it is doing a good job in the western portion of I-66, when the corridor is broken down into segments, the segments perform very differently.

**Committee Comments:** The Committee questioned whether any of the options would make the problem worse at the wall. The response was that some options were good for the wall and some were worse. However, these would have to be reviewed closely as some options having a negative impact at the wall would in fact help 90% of the rest of the corridor. Members of the Committee requested the Study Team make them aware of the full implication of the wall as the analyses unfold, so they can see how it plays out with the various options.

**AGENDA ITEM 5 - Screen 2A Results and Conclusions (Agenda Attachment #4):** Rick Nau referred the Committee to Agenda Attachment #4, which contained the results of the Screen 2A analysis, and pages 2 and 3 of the presentation handout. Screen 2A focused on travel demand and measures of effectiveness. The two goals of the analysis were mobility and accessibility. The following are the Screen 2B strategies agreed to by both the Study Team and the Technical Advisory Committee:

- Baseline (CLRP)
- Enhanced Baseline
- #1 - General Purpose Lanes + HOV Reversible Lanes
- #5 - HOV Reversible Lanes + Metro to Centreville
- #7 - General Purpose Lanes + HOV Reversible Lanes + 3 Light Rail Lines
- #8 - General Purpose Lanes + HOV Reversible Lanes + Metro to Centreville
- #9 - General Purpose Lanes + 1 Light Rail Line + Metro to Centreville
- #11 - I-66 Express/Local
- #13 - Highway Plan

Three issues requiring direction from the Policy Advisory Committee are:

- Metrorail - Centreville to Gainesville
- VRE - Manassas to Gainesville
- Super Bus Concept

**Committee Comments:** The Committee approved the strategies agreed to by both the Study Team and the Technical Advisory Committee for Screen 2B.

As to the issues needing direction from the Policy Advisory Committee, the Committee agreed to the following:

- The Study Team is to study both Light Rail Transit and Metro to Gainesville in Strategy #5 and assure that the impacts for the Centreville to Gainesville portion are readily identifiable.
- VRE - Manassas to Gainesville is not to be studied in Screen 2B

The Study Team will report back on how they plan to incorporate Light Rail Transit from Centreville to Gainesville on I-66 into the next phase of the Study.

The Super Bus Concept is to be retained for further analysis and a map depicting connectivity to activity centers for the Super Bus Strategy is to be included.

The Committee agreed not to study the following strategies in Screen 2B:

- #2 - General Purpose Lanes + 3 Light Rail Lines
- #4 - HOV Reversible Lanes + 3 Light Rail Lines
- #6 - 1 Light Rail Line + Metrorail to Centreville
- #10 -HOV Reversible Lanes + 1 Light Rail Line + Metrorail to Centreville
- #14 - Generic Rail to Gainesville
- #15 - VRE to Gainesville

Chairman Lee asked how many strategies will be carried forward at the next Screening. The response was the Study Team would like to identify the three most promising strategies for Screen 3.

**AGENDA ITEM 6 - Preliminary Report on Route 29 Corridor Development Study Public Information Meeting (Handouts):** Marie Travesky referred the Committee to the handout entitled, "Public Participation Activities Summary" for the Route 29 Corridor Development Study Public Information Meeting held on January 8, 1998. The summary included comments received through January 18, 1998. Approximately 200 citizens attended the meeting. Most came early and stayed late. Approximately 229 people returned comments. Copies of the Draft U.S. Route 29 Corridor Development Study report were sent to the libraries in the Study Corridor. Copies of this report will also be placed there for the public to view.

Most frequently made comments were:

- 136 comments indicated the alignment that merits support is the Route 29 designation on I-66.
- 67 comments indicated the two Northern Alignments are not acceptable.
- 57 comments indicated major concerns are the environmental impacts on the wetlands and on the historic environment.
- 38 comments indicated a preference to leave Route 29 as it is.

Marie drew the Committee's attention to the two petitions attached to the report. The number of signatures were not included in the calculations because one petition is in opposition to any new roads in the area and is applicable to all studies in the area, but not a specific alignment, and the second petition mainly pertains to issues outside the scope of this study. However, the second petition supported a corridor between Manassas Battlefield and I-66.

John Pickenal of Sudley Springs Citizen Association stated that the petitions included a cover letter from Martha Hendley stating the signatures were opposing the two northern alignments. It was noted that the cover letter is included in the summary report, however, the petition itself did not specify that opposition.

**Committee Comments:** A Committee member asked about the option designating Route 29 on I-66 and how it would be incorporated in the I-66 MIS. The response was that, consistent with the Planning Assumptions, Route 29 would remain as it is until adopted in the CLRP. If Route 29 is closed through the Park, it will divert vehicles to I-66 - the equivalent of about ½ lane of traffic between Centreville and Gainesville. Since redesignation of Route 29 is not in the CLRP, no changes will be assumed for the I-66 MIS.

**AGENDA ITEM 7 - Summation and Upcoming Meetings:** The next meeting of the Policy Advisory Committee will be held on March 12, 1998. The location is to be determined.

**AGENDA ITEM 12 - Other:** None.

**AGENDA ITEM 13 - Adjourn:** Chairman Lee adjourned the meeting at 7:00 PM.

FOR FURTHER INFORMATION CALL  
Marie Travesky (703) 934-4639

November 24, 1997

## I-66 CORRIDOR MIS UPDATE

The Policy Advisory Committee met at the Northern Virginia Community College, Annandale Campus, on November 20, 1997 at 4:00 PM, with Chairman Robert T. Lee, At-Large Member of the Commonwealth Transportation Board, presiding.

The Committee approved several changes to the Project Goals and Measures of Effectiveness that were recommended to them by the Technical Advisory Committee. This involved moving several of the measures into more compatible categories. The Policy Advisory Committee also approved minor refinements to several of the Screen 2 Strategies. These revised strategies will be included in a future update to the document entitled "Screen 2 Multi-Modal Strategies" dated August, 1997.

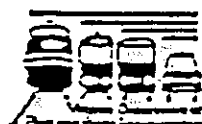
The Committee also approved clarifying revisions to three planning assumptions. These concern: Air Quality, Transit Service and Norfolk-Southern right-of-way.

The VDOT consultant presented the Draft Route 29 Corridor Development Study report, dated November 11, 1997, with their recommendation of alignment alternatives to be carried forward for further study. These alignments are the No-Build alternative, a North Bypass and Designation of Route 29 on I-66.

Chairman Seefeldt presented a resolution of the Prince William County Board of Supervisors that requests that if VDOT decides to continue the Route 29 relocation study, a fourth option, developed by the Prince William Board, is to be considered along with the three options recommended by the consultants. The Policy Advisory Committee approved adding this alternative to the report.

The Study Team was given approval to proceed to a public meeting on the draft US route 29 report. After public input is received, the report will be finalized and brought back to the Committee for adoption.

The next meeting of the Policy Advisory Committee will be held on January 29, 1998, at the Fairfax County Governmental Center at 4 PM.



5:20  
Mr. Nau

10. **Route 29 Corridor Development Study - Draft Report**  
The draft report identifying alignment alternatives suggested for further study is ready for Committee review. The Technical Advisory Committee reviewed the draft report in October. Our intention with this presentation is to describe the results to the Committee and discuss any questions. The Study Team asks for Committee comment regarding VDOT's intention to proceed with a public meeting to receive public input to the draft report. Following the public meeting, the report will be finalized and brought back to the Committee for any additional review and comment before VDOT issues a final report.  
(Attachment #7: Draft U.S. Route 29 Corridor Development Study Warrenton to Centreville)  
**Presentation, Information Item**

5:50  
Chairman Lee

11. **Summation and Upcoming Meetings**

5:55  
Chairman Lee

12. **Other**

6:00  
Chairman Lee

13. **Adjourn**



**I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY**  
**November 20, 1997**  
**Northern Virginia Community College Annandale Campus – President's Room**

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**Attending:**

Chairman Robert Lee, Commonwealth Transportation Board  
The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable Katherine K. Hanley, Fairfax County Board of Supervisors  
The Honorable David C. Mangum, Fauquier County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William County Board of Supervisors  
The Honorable Ed Wilbourn III, Prince William County Board of Supervisors

Charles Badger, DRPT  
Kathleen Benton, WMATA  
Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Betty Duley, Citizen, Gainesville District  
Joel Eisenfeld, PRTC  
Angela Fogle, Fairfax County  
G. Toni Giardini, MWCOG/TRB  
Martha Hendley, CARD  
Gary Kuykendall, DRPT  
Nancy Molar, Citizen, Gainesville District  
Rick Nau, BRW  
Valerie Pardo, VDOT NOVA  
Tracey Pilkerton, Travesky & Associates  
Cheryl Rolland, Citizen, Falkland Farms Estates Homeowners Association  
Jennifer Sloan, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Policy Advisory Committee met on Thursday, November 20, 1997, at 4:00 p.m. in the President's Room at Northern Virginia Community College, Annadale Campus. Chairman Robert Lee, of the Commonwealth Transportation Board, presided. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Introduction:** Chairman Robert Lee began the meeting at 4:05 p.m. Due to the late arrival of many members, Chairman Lee asked those present if a change in agenda sequence was okay. With no objection, the meeting proceeded in the sequence indicated below.

**AGENDA ITEM 2 - September 11, 1997, Meeting Summary:** The Committee approved the September 11, 1997 Meeting Summary without amendment.

**AGENDA ITEM 5 - Growth in Households and Employment in the I-66 Corridor (Agenda Attachment #3):** As requested in September, Dick Wolsfeld provided an overview of the Travel Analysis Zones (TAZ) for 2020/1990 Changes for Households and Employment in the I-66 Corridor. A color copy of the graphic presentation was provided in the Policy Advisory Committee packet. The maps illustrate the significant growth in employment anticipated by the year 2020 along the Route 50 corridor up to Dulles Airport and in the Manassas area. Significant household growth is expected in the Centreville area, western Prince William County and in Loudoun County.

**Committee Comments:** None.

**AGENDA ITEM 9 - Travel Demand Forecasting Sensitivity:** Wolsfeld briefed the Committee on the results of the Travel Demand Forecasting Sensitivity Analysis. He reported that the model which had been calibrated to observed data in this region predicts a 3 to 4 percent increase in transit ridership if out-of-pocket auto operating expenses are \$0.20 per mile rather than \$0.10 per mile and a 6 to 8 percent increase in transit ridership if out-of-pocket auto operating expenses are \$0.31 per mile rather than \$0.10 per mile. The Committee discussed some of the effects of the key model variables, e.g., decrease in transit fare, transit inducements, automobile operating costs, and unavoidable costs.

**Committee Comments:** None.

**AGENDA ITEM 3 - Project Status Report:** Gary Kuykendall, DRPT, reported that:

- The meeting will be a series of study team presentations along with accompanying refinement action items.
- Additionally, the Consultant Team will provide a presentation on the Route 29 Corridor Development Study.
- Finally, the newsletters were mailed out and twenty-four comment sheets have been received to date. A summary of the comment sheets from the September 1997 INFORMER through November 18, 1997, was provided. Most of the comments stated the newsletter was useful and understandable. Otherwise, comments were spread over many topics.

**Committee Comments:** The Committee asked how many newsletters were mailed. The Study Team mailed out a total of 1523 newsletters. Gary Kuykendall indicated that the Study Team will revisit the size of the mailing list with Marie Travesky.

**AGENDA ITEM 4 - Technical Advisory Committee (Agenda Attachment #2):** Kathleen Benton summarized the Technical Advisory Committee's work over the last two months. The Technical Advisory Committee recommended changes to the Measures of Effectiveness (see agenda item #6). The Technical Advisory Committee also reviewed some of the Travel Demand Forecast results. The Committee recommended that the Technical Advisory Committee review all

of the Travel Demand Forecast results first, then they will present a recommendation to the Policy Advisory Committee on which strategies to keep or drop for further consideration. The Technical Advisory Committee will complete its review of the Travel Demand Forecast results over the next month and a half.

**Committee Comments:** None.

**AGENDA ITEM 6 - Measures of Effectiveness (Agenda Attachment #4):** Kathleen Benton provided a briefing on the Technical Advisory Committee's recommendations for changes to the Project Goals and Measures of Effectiveness.

Goal #1: Accommodate Existing and Future Mobility Demand

- Add "**Vehicle Occupancy**" as a measure under Roadway Traffic Operation. This change in vehicle occupancy impacts roadway congestion and is a building block for person throughput.
- Move "Transit System Ridership" from Goal #2 to Goal #1 since transit system ridership is more a measure of mobility demand (Goal #1) than accessibility (Goal #2).
- Add "**Person Throughput**" as a measure of mobility. This would allow for the evaluation of person travel in addition to vehicular travel.

Goal #2 - Improve Regional Access to the I-66 Corridor

- Move "number of households within 1/3 and 2/3 mile of transit stations/stops" from Goal #5 (Environment) to Goal #2 (Regional Access). Accessibility to transit is more appropriate under this goal.

**Committee Comments:** The Committee approved the changes to the Measures of Effectiveness. Chairman Lee requested that in the future the Study Team highlight any changes in the materials provided to the Policy Advisory Committee, as changes in Attachment #4, "Summary of Goals and Evaluation Measures," were difficult to discern.

**AGENDA ITEM 7 - Screen 2 Strategy Refinement (see Attachment #5):** Wolsfeld briefed the Committee on the recommended refinements to Strategies #12 - Super Bus, #13 - County Highway Plan, and #15 - Virginia Railway Express for substitution in the "Screen 2 Multi-Modal Strategies" report of August 1997. Maps were prepared for the Super Bus Strategy #12 and the County Highway Plan Strategy #13. The latter included selected roadway improvements that are part of the Fairfax County and Prince William County Comprehensive Plans but are not in the Constrained Long Range Plan (CLRP). Strategy #15, Virginia Railway Express, was revised to reflect previous Committee action to delete a potential station at Haymarket, and to designate Gainesville as the terminal station.

**Committee Comments:** The Committee approved the recommended refinements to Strategies #12, #13, and #15. They agreed that improvements to Route 29 in the City of Fairfax should be reflected in Strategy #13. The Committee also agreed the title for Strategy #13 should match the narrative, i.e., the Counties and the City of Fairfax. Figure 14 in Agenda Attachment #5 should reflect "County and City." The Committee requested copies of the color map of the County Highway Plan.

**AGENDA ITEM 8 - Planning Assumptions:** Wolsfeld presented changes to the following three planning assumptions:

Planning Assumption #2 - Air Quality - rephrase to read, "The selected investment strategy for the I-66 corridor will be developed in conjunction with other projects in the regional transportation plan to support air quality conformity requirements."

Planning Assumption #4 - Transit Service - was rephrased to read, "For those I-66 corridor MIS alternatives that include a fixed-guideway transit component, the preferred transit service concept for the corridor is to use fixed-guideway component (or components) to perform a line haul function and to use buses as a feeder to the fixed-guideway system. This concept would be enhanced with **station area parking, pick-up/drop-off areas and transfer facilities along with** selected bus routes to serve major generators not served by the fixed guideway system."

Planning Assumption #5 - Norfolk-Southern Right-of-way - was amended to read, "The existing Norfolk-Southern rail right-of-way from Manassas-Gainesville ~~-Haymarket~~ will be available for the extension of VRE service."

**Committee Comments:** The Committee approved the revisions to the three planning assumptions.

**AGENDA ITEM 10 - Route 29 Corridor Development Study - Draft Report:** Rick Nau presented the "Draft Route 29 Corridor Development Study" report, dated November 11, 1997, with the Study Team's recommendation of alignment alternatives to be carried forward for further study. These alignments are:

No Build alternative - The No Build alternative assumes that both Route 29 and Route 234 through the Battlefield Park remain open for through traffic with no change in roadway capacity and that elements of the CLRP would be implemented.

North Bypass - The bypass would follow the Tri-County Parkway alignment north of the Park, then go west on a new alignment on the north side of Bull Run intersecting with Route 15 just north of the existing Route 15/I-66 interchange. It would then follow Route 15 to just north of the existing Route 15/Route 29 intersection where a bypass of the Buckland Historic District would relocate the intersection with existing Route 29 west to Vint Hill Road.

Designation of Route 29 on I-66 - Route 29 would be designated on I-66 between Centreville and Gainesville.

**Committee Comments:** Chairman Seefeldt presented a resolution of the Prince William County Board of Supervisors that requests that if VDOT decides to continue the Route 29 relocation study, a fourth option, developed by the Prince William Board, is to be considered along with the three options recommended by the consultants. This option "utilizes segment A5a, A4b, A1e, A1f, A1g of the Route 29 Corridor Development Study and is consistent with Segment 7 of the Western Transportation Corridor Study." The Policy Advisory Committee approved adding this alternative to the report. The Committee asked that the Study Team make it clear that the Committee is only adding the alignment for further study and not for adoption.

The Committee asked for an explanation of what the local jurisdictions would get out of the Route 29 Study under the ISTEA of 1991 designation of Route 29 as a U.S. Highway. VDOT will provide this information. The Study Team was given approval to proceed to a public meeting on the draft report, after which, the report will be finalized and brought back to the Policy Advisory Committee for adoption. The public information meeting will be held on January 8, 1998, at 7:30 p.m. The location is to be determined.

**AGENDA ITEM 11 - Summation and Upcoming Meetings:** The next meeting of the Policy Advisory Committee will be held on January 29, 1998 at the Fairfax County Government Center in Rooms 9 and 10 at 4:00 p.m.

**AGENDA ITEM 12 - Other:** Chairman Lee asked when the Committee would be making decisions on alternatives. He requested a plan to bring the study to closure.

**AGENDA ITEM 13 - Adjourn:** Chairman Lee adjourned the meeting at 6:00 PM.

FOR FURTHER INFORMATION CALL  
Marie Travesky (800) 811-4661

September 24, 1997

## I-66 CORRIDOR MIS UPDATE

A meeting of the Policy Advisory Committee of the I-66 Corridor Major Investment Study was held on September 11, 1997 at the Annandale Campus of the Northern Virginia Community College. John Mason, Vice Chairman of the Committee and Mayor of the City of Fairfax, presided.

The Committee received the August 1997 version of the Screen 2 Multi-Modal Strategies with revised graphics for the Light Rail Transit/Barrier Separated HOV Lanes, and the Rail extension from Vienna to Gainesville. These now reflect the actions taken by the Committee at the August meeting. The strategy showing the VRE extension of service to Haymarket, was revised. A possible Haymarket station was deleted since the option on property reserved for a station site expired in July, 1997. The service that will be analyzed will now end at Gainesville.

The Study team reviewed the Evaluation Criteria, Measures of Effectiveness and Planning Assumptions that had been adopted earlier in the Study and that would guide the Screen 2 evaluation of the selected investment strategies.

There was concern expressed about the planning assumption that the relative costs of travel by auto and travel by transit will not change significantly by the forecast year of 2020. In the travel forecasting model, the true operating costs of vehicles are lowered to predict the actual numbers using transit. Based on experience, if actual cost figures are used, the model will show an unrealistic high number of transit patrons. The Committee asked that a parametric analysis be done to show how the assumptions would affect the ridership projections and how sensitive they were to using factual costs. This analysis will be presented at the October meeting.

The Committee asked the Technical Advisory Committee to carefully consider the County Highway Plan Strategy. They also asked the Study Team to consult with county staff on this strategy. They want to ensure that there is consistency with local county plans, and that they reflect sensitivity to routes such as U.S. Route 29. The Committee asked the consultant to depict this strategy and the Super Bus strategy on maps. The Technical Advisory Committee was also requested to review in detail the Measures of Effectiveness.

During the presentation on the key operating characteristics of the alternative rail technologies, the Committee suggested the deletion of Basic Rail from further consideration because of its confusing and overlapping characteristics with other types of rail. The Committee agreed to the definitions of the remaining technologies and the study will consider Heavy or Metrorail; Metro-like Rail, which differs from Heavy or Metrorail in that no assumptions on ownership, construction or operation have been made; and Light Rail.

The next meeting of the Policy Advisory Committee will be held at the Northern Virginia Community College at 4 PM on October 9<sup>th</sup>, with subsequent meetings on November 20<sup>th</sup> and December 11<sup>th</sup>.





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## I-66 CORRIDOR MIS

### POLICY ADVISORY COMMITTEE

September 11, 1997, 5:00 PM

President's Room, Annandale Campus of NOVA Community College

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#### AGENDA

- |                        |   |
|------------------------|---|
| 5:00<br>Chairman Lee   | 1. <b>Introductions.</b>  |
| 5:05<br>Chairman Lee   | 2. <b>August 7, 1997 Meeting summary.</b><br>(Attachment #1: Meeting Summary - Policy Advisory<br>Committee, August 7, 1997.)<br><b>(Action Item)</b>   |
| 5:10<br>Mr. Kuykendall | 3. <b>Project status report.</b><br><b>(Presentation, Information Item)</b>   |
| 5:15<br>Ms. Benton     | 4. <b>Technical Advisory Committee.</b><br>The Technical Advisory Committee met on Thursday, August 21st.<br>(Attachment #2: August 21, 1997 Technical Advisory Committee<br>agenda.)<br><b>(Presentation, Information Item)</b>  |
| 5:20<br>Mr. Wolsfeld   | 5. <b>Evaluation criteria, measures of effectiveness, and planning<br/>assumptions.</b><br>Because of their importance for Screen 2, the Study Team will<br>review these items and answer any questions from the Committee<br>members.<br>(Attachment #3: Planning Assumptions)<br>(Attachment #4: Summary of Goals and Evaluation Measures)<br><b>(Presentation, Information Item)</b> |
| 5:55<br>Mr. Wolsfeld   | 6. <b>Screen 2 investment strategies.</b><br>The report describing the 15 strategies for Screen 2 has been<br>revised and is ready for Committee review.<br>(Attachment #5: Screen 2 Multi-Modal Strategies)<br><b>(Presentation, Information Item)</b>   |



6:05  
Mr. Wolsfeld

- 7. County Highway Plan and Super Bus strategies**  
Working with the Technical Advisory Committee and individual jurisdictions, the Study Team refined these strategies for presentation to the Committee. These strategies are identified as strategies #12 and #13 in the Screen 2 Multi-Modal Strategies report.

**(Presentation, Information Item)**

6:10  
Mr. Wolsfeld

- 8. Rail technologies.**  
This presentation will identify key operating characteristics of the alternative rail technologies and provide a linkage to the technologies considered in the Dulles Corridor Rail Study. Implications of these issues to the Screen 2 strategies of this study will be discussed.

**(Presentation, Information Item)**

6:40  
Mr. Kuykendall

- 9. Summation and Upcoming Meetings**

6:50  
Chairman Lee

- 10. Other**

6:55  
Chairman Lee

- 12. Adjourn**



**I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY**  
**September 11, 1997**  
**Northern Virginia Community College Annandale Campus – President's Room**

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**Attending:**

The Honorable Ellen Bozman, Arlington County Board  
The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable David C. Mangum, Fauquier County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William County Board of Supervisors  
The Honorable Ed Wilbourn III, Prince William County Board of Supervisors

Kathleen Benton, WMATA  
Leo Bevon, DRPT  
Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Young Ho Chang, VDOT NOVA  
Tom Farley, VDOT NOVA  
G. Toni Giardini, MWCOG/TRB  
Randy Hodgson, Fauquier County  
Gary Kuykendall, DRPT  
Eric Marx, PRTC  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT NOVA  
Tracey Pilkerton, Travesky & Associates  
Jennifer Sloan, NVTC  
Robert L. Trachy, Jr., VDOT  
Marie Travesky, Travesky & Associates  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Policy Advisory Committee met on Thursday, September 11, 1997, at 5:00 p.m. in the President's Room at Northern Virginia Community College. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Introduction:** Vice-Chairman John Mason began the meeting at 5:10 p.m.

**AGENDA ITEM 2 - August 7, 1997, Meeting Summary:** The Committee approved the minutes of the August 7, 1997, Policy Advisory Committee meeting without amendment.

**AGENDA ITEM 3 - Project Status Report:** Gary Kuykendall, DRPT, provided a brief project status report. Last month, the Committee reviewed the strategies for analysis and made some modifications and additions. These strategies are currently undergoing final refinements. Local staff and the Technical Advisory Committee are reviewing the detailed information. In addition he reported that:

- The Study Team plans to have selected travel forecast results for the next Policy Advisory Committee meeting.
- The newsletter now reflects the Committee's' comments. Copies of the final newsletter will be sent to all Committee members prior to the general public distribution.
- The Study Team is about to begin Screen 2A. Many Committee decisions driving the alternatives analysis occurred a year ago. Thus to a large extent, this meeting serves to remind everyone of the decisions previously made.

**AGENDA ITEM 4 - Technical Advisory Committee:** Kathleen Benton summarized the Technical Advisory Committee's work. A subcommittee refined the alternatives based on comments from the Policy Advisory Committee. The subcommittee also approved the use of the travel forecast model but asked that all glitches in the model be included in a report for future reference.

**Committee Comments:** The agenda of the TAC meeting was included in the package without backup material. They requested that in the future, the Study Team only include items of substance in the Policy Advisory Committee agenda packets.

**AGENDA ITEM 5 - Evaluation Criteria, and Measures of Effectiveness (MOEs), and Planning Assumptions:** From slides and a handout, Dick Wolsfeld presented an overview of the evaluation criteria, measures of effectiveness, and planning assumptions. The presentation refreshed the Committee's memory of the planning assumptions approved in October 1996.

Planning Assumption #1 - The CLRP and Other Transportation Studies

**Committee Comments:** The Study Team is to include another slide that includes the assumptions regarding I-495. This will ensure that if this presentation is conducted in the public arena anyone not familiar with the Study would understand all the assumptions.

Planning Assumption #2 - Air Quality

**Committee Comments:** The Study Team will review this slide for any potential misunderstanding by the public.

Planning Assumption #3 - Land Use

**Committee Comments:** None.

Planning Assumption #4 - Transit Service

**Committee Comments:** The Study Team will review this slide to ensure the public understands the information.

Planning Assumption #5 - Norfolk-Southern Right-of-Way

**Committee Comments:** One generic alternative was added with rail because it is in the Prince William County Comprehensive Plan. The Committee agreed to delete the word "Haymarket" from the text since the Haymarket rail station site was no longer available.

There were no Committee comments on Planning Assumption #6 - HOV Operations, Planning Assumption #7 - Access to Tysons, and Planning Assumption #8 - LRT/Metrorail Transfer.

Planning Assumption #9 - Cost of Travel

**Committee Comments:** The Committee discussed this assumption in detail and agreed the Study Team should use a range band. Since travel time and travel costs are the two major determinants of transit, the Committee requested that the Study Team conduct a parametric and sensitivity analysis for this assumption.

Planning Assumption #10 - Capital Cost Constraint

**Committee Comments:** None.

Next, Wolsfeld walked the Committee through the Project Goals and Measures of Effectiveness beginning on page 4 of the presentation handout:

Goal #1- Accommodate Existing and Future Mobility Demand

**Committee Comments:** The Committee asked the Study Team to look at each of the fifteen strategies against each of the MOEs.

Goal #2 - Improve Regional Access to I-66 Corridor Activity Centers and from the Corridor to the Region

**Committee Comments:** The Committee requested the Technical Advisory Committee do a thorough review of this goal to ensure the information being presented is unbiased.

Goal #3- Improve Truck Movement

**Committee Comments:** None. This item was deferred to Screen 3.

Goal #4- Coordinate Transportation Services to Complement Existing/Future Land Use

**Committee Comments:** The Committee requested the Study Team be more explicit by saying, "City and County Comprehensive and Transportation Plans."

Goal #5- Minimize Adverse/Foster Positive Transportation Related Environmental Impacts

**Committee Comments:** None. This evaluation measure will be applied in Screen 2B because it requires engineering work to be done. Other MOEs will be added in Screen 3.

Goal #6- Provide a Cost-Effective Investment Strategy for the I-66 Corridor

**Committee Comments:** None. The data the Study Team brings back on Goal 6 will relate to Goals 1 and 2.

**AGENDA ITEM 6 - Screen 2 Investment Strategies:** Rick Nau provided an overview of the refinements to the Screen 2 strategies based on the recommendations made at the last meeting of the Policy Advisory Committee. The strategies include the Super Bus and County Highway Plan. They can be found on page 7 of the yellow booklet entitled, "Screen 2 Multi-Modal Strategies."

**AGENDA ITEM 7 - County Highway Plan and Super Bus Strategies:** The Study Team was asked to provide the Committee with a map showing the business nodes. The Technical Advisory Committee asked the Study Team to review the study area trip tables, and refine the strategy based on the trip tables. The Policy Advisory Committee suggested the Visioning Committee could be of help.

County Highway Plan Strategy - The Committee discussed the public's sensitivity in seeing street names. The Committee members will ask their staff to review this strategy carefully with the Technical Advisory Committee.

The Study Team will provide maps for these two strategies.

The Committee directed the Study Team to be sensitive to the Route 29 Corridor Study and to check whether there was any available information on this Study that could be presented at the next Policy Advisory Committee meeting.

**AGENDA ITEM 8 - Rail Technologies:** The Committee discussed and approved the definitions of Heavy Rail (Metrorail), Metro-like Rail, and Light Rail. The Committee agreed to delete the Basic Rail definition since it is not relevant to this Study.

**AGENDA ITEM 9 - Summation and Upcoming Meetings:** John Mason summarized the major points of the meeting as follows:

- The Planning Assumptions need some refining so that when they are presented to the public they are clear and understandable.
- The Study Team needs to be sensitive to the need for a parametric and sensitivity analysis.
- The Technical Advisory Committee is to ensure the measures of effectiveness are clear.
- The Study Team will display further sensitivity to the County Highway Plan outline Strategy #13.
- The Study Team will have close coordination with the Comprehensive Plan for Route 29.
- The Study Team will add maps for Strategies #12 and #13.
- Basic Rail will be deleted from the definitions.

The Committee discussed the upcoming meeting schedule and agreed to begin the meetings at 4:00 p.m. for the October 9, November 20, and December 11, 1997, meetings.

**AGENDA ITEM 10 - Other:** Mr. Kuykendall announced that Travesky & Associates would be handling the public involvement activities for the remainder of the Study and asked Marie Travesky of Travesky & Associates to further explain her firm's responsibilities. Travesky & Associates will produce an "I-66 MIS Update" after each Policy Advisory Committee meeting, so people will know immediately what took place. These Updates will be available on the Internet and will be sent to PAC and TAC Committee members. In addition, any information made available at the meeting which were not a part of the mailed meeting packets, will be mailed to members of the PAC who are unable to attend the meeting. Tracey Pilkerton of Travesky & Associates will take minutes of the meetings. These minutes will not be verbatim. The Committee asked that the meeting minutes be provided ahead of the Policy Advisory Committee meetings for their review. The Study Team will strive for a two-week turn around.

**AGENDA ITEM 12 - Adjourn:** Vice-Chairman Mason adjourned the meeting at 7:10 PM.

FOR FURTHER INFORMATION CALL  
Marie Travesky (703) 934-4639

August 14, 1997

## I-66 CORRIDOR MIS UPDATE

The Policy Advisory Committee (PAC) of the I-66 Corridor Major Investment Study held a meeting on August 7, 1997, at the Annandale Campus of the Northern Virginia Community College. Robert T. Lee, At Large Urban Member of the Commonwealth Transportation Board, chaired the meeting.

The PAC reviewed the Purpose of the Study. The background provided to the PAC included the legislative history which had laid the groundwork for the Study, including House Joint Resolution 616 passed by the 1993 Virginia General Assembly and Senate Joint Resolution 355, which was passed by the General Assembly in 1994. Calls for transit studies in the corridor were included in the region's Long Range Plans, the Northern Virginia 2010 Subregional Long Range Transportation Plans, and the Fairfax County and Prince William County Transportation Plans.

A presentation was also made to the PAC on the outcomes and major products of this Major Investment Study (MIS) which are: 1) A preferred Investment Strategy; 2) an Implementation Plan; and 3) the coordination of design efforts with other projects underway or planned in the I-66 Corridor and with other major studies in Northern Virginia.

The PAC approved the inclusion of one new Strategy to be evaluated in Screen 2 which consists of a generic rail extension to Gainesville. They also approved the retention of Light Rail Transit (LRT) along Route 28 between the Chantilly/Dulles Airport Area and the Manassas Airport Area with a transfer connection at Centreville. The strategy which had included a Central Fairfax Bypass was modified to remove this bypass since no potential alignment has been identified by Fairfax City and Fairfax County.

The newsletter containing the strategies to be evaluated in Screen 2 will be revised to reflect comments of the PAC and mailed to the public in the coming weeks.

The next PAC meeting will be held on September 11, 1997 at 5:00 PM. The committee will review the evaluation criteria and planning assumptions for this Study, the various possible rail technologies and the methods which will be used to analyze them, a Super Bus Alternative, and the County Highway Plan Alternative.

Future meetings are planned for October 9<sup>th</sup>, November 20<sup>th</sup>, and December 11<sup>th</sup>, all beginning at 4:00 PM.





## I-66 CORRIDOR MIS POLICY ADVISORY COMMITTEE MEETING

August 7, 1997, 7:30 PM

President's Room, Annandale Campus of NOVA Community College

### AGENDA

- |                         |   |
|-------------------------|---|
| 7:30 PM<br>Chairman Lee | 1. Review and Approval of minutes of July 10, 1997 PAC Meeting<br><i>(distributed with meeting notice) (Action Item)</i>  |
| 7:35<br>Mr. Kuykendall  | 2. Purpose of Study<br><i>At the July 10, 1997 PAC meeting, the PAC requested a review of the purpose of the study. (Presentation, Information Item)</i>  |
| 7:55<br>Mr. Wolsfeld    | 3. Study Outcomes and Products<br><i>At the July 10, 1997 PAC meeting, the PAC requested a review of the study outcomes and products. (Presentation, Information Item)</i>  |
| 8:15<br>Mr. Wolsfeld    | 4. Screen 2 Multi-Modal Investment Strategies<br><i>The Study Team seeks a PAC recommendation to proceed with the Screen 2 evaluation. The Strategies appear in the report entitled "Screen 2 Multi-Modal Strategy Definition" dated June 1997 and included with the July 10 PAC meeting materials. You may wish to bring this report with you to the meeting.</i><br><br><i>Responding to comments from PAC members both during and following the July 10 meeting, the Study Team recommends removal of the Central Fairfax Bypass from Strategy #4 and adding a new Strategy # 14 consisting of a rail extension to Gainesville. No other changes are recommended. Additional copies of the recommended changes to the June 1997 report will be available at the meeting. (Action Item)</i> |
| 8:55<br>Chairman Lee    | 5. Other  |
| 9:00<br>Chairman Lee    | 6. Adjourn  |



## INTRODUCTIONS

Gray Kuykendall opened the meeting at 4:15 PM and asked everyone present to introduce themselves. Mr. Kuykendall announced that Chairman Lee had asked Mayor Mason to chair the meeting in his absence, and with the meeting time changes he possibly had a later starting time in his calendar. He deferred the approval of minutes awaiting the arrival of a chairman and proceeded with TAC report and began the Screen 2 Multimodal Strategies presentation.

## REPORT OF THE TECHNICAL ADVISORY COMMITTEE

Angela Fogle reported that the TAC had generally focused on three items:

- Multimodal strategy definition
- Travel forecasts
- Assumptions at the Capital Beltway

Ms. Fogle noted that there was general agreement between the TAC and the Study Team and that the materials to be discussed reflected the views of the TAC.

## REVIEW OF REVISIONS TO SCREEN 2 MULTIMODAL STRATEGIES

(John Mason arrived during this presentation at approximately 4:34 PM. Gary Kuykendall announced him, turned the meeting over to him, and offered a brief summation of progress made in the meeting in his absence. Mr. Mason brought the group back to the minutes in the agenda and asked for a review of the presentation then in progress.)

Mr. Wolsfeld reviewed changes made to the Screen 2 Multimodal Strategies (MMIS's) in response to comments in the preceding PAC meeting. He noted changes in three areas:

- The addition of a north-south rail link generally between Manassas and Dulles
- Inclusion of the Central Fairfax Bypass
- Deletion of upgrades to Route 29 between the City of Fairfax and I-495

Mayor Robinson asked about the alignment for the Central Fairfax Bypass and asked if a Vienna Bypass could be included in the study. Mr. Chang replied that an alignment for the Central Fairfax Bypass had not been selected although VDOT was considering several suggestions from the city and the county. Mr. Chang agreed to contact the Vienna City Manager to discuss the possibility of a bypass.

Supervisor Dix suggested that the alternatives could raise unrealistic expectations on the part of the public. He asked if projects would be prioritized and if the outcome of this study would be incorporated into the CLRP. Mr. Wolsfeld replied that the study would result in a list of projects



**I-66 MIS POLICY ADVISORY COMMITTEE MEETING SUMMARY**  
**August 7, 1997**  
**Northern Virginia Community College Annandale Campus – President's Room**

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**Attending:**

The Honorable Ellen Bozman, Arlington County Board  
Councilman Halsey Green, City of Falls Church  
The Honorable Kate Hanley, Fairfax County Board of Supervisors  
Robert Lee, Commonwealth Transportation Board  
The Honorable David C. Mangum, Fauquier County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William County Board of Supervisors  
The Honorable Ed Wilbourn III, Prince William County Board of Supervisors

Kathleen Benton, WMATA  
Farid Bigdeli, VDOT NOVA  
Young Ho Chang, VDOT NOVA  
Randy Hodgson, Fauquier County  
Gary Kuykendall, DRPT  
Gordon Lubold, Journal Newspaper  
Eric Marx, PRTC  
Rick Nau, BRW  
Valerie Pardo, VDOT NOVA  
Carol Ann Perovshek, Mary Means & Associates  
Tracey Pilkerton, Travesky & Associates  
Dave Sinclair, Prince William County Public Works  
Robert L. Trachy, Jr., VDOT  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Heather Waltenson, NVTC  
Dick Wolsfeld, BRW

6  
The I-66 Major Investment Study Policy Advisory Committee (PAC) met on Thursday, August 7, 1997 at 7:30 p.m. in the President Room at Northern Virginia Community College. Mr. Robert Lee chaired the meeting.

The PAC approved the July 10, 1997 meeting minutes with no changes. The Study Team made two presentations in response to Policy Advisory Committee requests during the July 10th meeting. Gary Kuykendall, DRPT, presented an overview of the Study Purpose. He answered one clarifying question regarding the study's inclusion of data from the expanded cordon area. Dick Wolsfeld, BRW, presented an overview of the Strategy Evaluation Process and Recommendations on Screen 2 Multi-Model Investment Strategies:

Issue #1: Adding rail to Gainesville. The Study Team recommended adding one alternative with generic rail to Gainesville. The Committee discussed the term generic in detail and agreed to add this alternative with the understanding that it did not include buses. The Committee requested that the Study Team provide service and cost numbers to assist them in deciding whether the rail alternative makes sense.

Issue #2: Remove the Fairfax Bypass from Strategy #4. Since the Fairfax Bypass has not been defined, the Study Team recommended the Bypass issue be addressed in a smaller scale study. The PAC agreed with this recommendation and the Fairfax Bypass will be deleted from Strategy #4.

Issue #3: Retain Route 28 Corridor LRT in Strategy #2. The Study Team recommended retaining the Route 28 LRT since it is consistent with the Fairfax County Plan; it responds to a non-radial travel pattern and the North-South rail impacts the East-West mode split and highway demand. The PAC agreed with this recommendation. BRW is to provide a copy of the two overhead slides representing the Delta Employment and Household per TAZ to the PAC members.

The PAC discussed Strategy # 15 - VRE to Haymarket. Rick Nau explained this alternative was not evaluated in the first screening because the Study Team did not have the model in place. The decision was made to carry this alternative over into Screen 2. Since the VRE alternative was recommended by the public and is in the Prince William Comprehensive Plan, the Study Team will conduct a travel forecast and assessment prior to doing any conceptual engineering.

The Study Team will update the Screen 2 MMIS's brochure for the PAC. Gary Kuykendall asked if the Committee was in agreement with the Study Team moving forward with Screen 2 for all alternatives. There was no objection.

The Study Team agreed to conduct travel forecasting and analysis as a Screen 2A on the package of strategies and then present the findings to the PAC prior to conducting conceptual engineering.

Dick Wolsfeld presented an overview of the Next Steps. In regard to the newsletter, the Study Team is to ensure the phraseology is clear to the layman. Also, the newsletter is to state clearly that the alternatives are options from a Study viewpoint. The PAC does not want the public to get the wrong impression that all or most of these alternatives are likely to happen.

The PAC agreed to be available at 4pm at the October 9<sup>th</sup>, November 20<sup>th</sup>, and December 11<sup>th</sup> meetings and 5pm at the September 11<sup>th</sup> meeting. The PAC agreed to work through dinner.



## I-66 CORRIDOR MIS

### POLICY ADVISORY COMMITTEE MEETING

July 10, 1997

President's Room, Annandale Campus of NOVA Community College

4:00 PM

### AGENDA

- |                      |  |
|----------------------|--|
| 4:00<br>Chairman Lee | 1. Introductions   |
| 4:05<br>Chairman Lee | 2. Review and approval of minutes of March 13, 1997 PAC meeting (Attachment #1)  |
| 4:10<br>Ms. Fogle    | 3. Report of the Technical Advisory Committee (TAC)  |
| 4:20<br>Mr. Wolsfeld | 4. Review of Revisions to Screen 2 Multi-Modal Strategies (Attachment #2)<br><i>At the March 13, 1997 PAC meeting, the PAC reviewed the February 26, 1997 version of this report. The recommended strategies have been revised in response to PAC comments. Information only; no action required.</i>  |
| 4:30<br>Mr. Wolsfeld | 5. Presentation of 1990 and Year 2020 Study Area Origin and Destination Patterns (To be distributed at meeting)<br><i>At the March 13 PAC meeting, the PAC requested information on area travel patterns. Information only; no action required.</i>  |
| 5:00<br>Mr. Wolsfeld | 6. MMIS Assumptions at the Capital Beltway (Attachment #3)<br><i>Studies on the future of the Capital Beltway are proceeding concurrently with the I-66 Corridor MIS. The I-66 Study Team has formulated a set of assumptions for the Capital Beltway corresponding to each of the I-66 Screen 2 strategies. VDOT representatives will be available to answer questions regarding the Capital Beltway study. Information only; no action required.</i> |



Policy Advisory Committee Meeting  
July 10, 1997  
Page 2

5:15  
Mr. Nau

7. Project Newsletter - Informer Issue #3 (Attachment #4)  
*The third issue of the Informer newsletter will communicate the Screen 2 strategies to the public. Information only; no action required.*

5:25  
Chairman Lee

8. Next Meeting

5:30  
Chairman Lee

9. Adjourn

**I-66 CORRIDOR MIS POLICY ADVISORY COMMITTEE MEETING**

**July 10, 1997, 4:00 PM**

**Northern Virginia Community College, Annandale Campus**

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**Attending:**

The Honorable Robert B. Dix, Jr., Fairfax County Board of Supervisors  
The Honorable Kate Hanley, Fairfax County Board of Supervisors  
The Honorable David C. Mangum, Chairman, Fauquier County Board of Supervisors  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen Seefeldt, Prince William County Board of Supervisors  
The Honorable Ed Wilbourn, Prince William County Board of Supervisors

Audrey Aird, MMA  
Kathleen Benton, WMATA  
Farid Bigdeli, VDOT/NOVA  
Young Ho Chang, VDOT/NOVA  
Angela R. Fogle, Fairfax County  
Bob Gould, VDOT/TPD  
Phil Hopkins, VDOT/TPD  
Ron Kirby, COG/TPB  
Gary Kuykendall, VA-DRPT  
Ken Lantz, VDOT/TPD  
Rick Nau, BRW  
Steve Roberts, VRE  
David Sinclair, Prince William County  
Jennifer Sloan, NVTC  
Peter Steele, Prince William County  
Robert L. Trachy, Jr., VDOT  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

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Supervisor Dix suggested that the alternatives could raise unrealistic expectations on the part of the public. He asked if projects would be prioritized and if the outcome of this study would be incorporated into the CLRP. Mr. Wolsfeld replied that the study would result in a list of projects

and actions along with estimated costs, responsible agency, priority and funding source. He also reminded the committee that one of the adopted planning assumptions says that the Screen 2 strategies should not be constrained by capital dollars currently available. Mr. Kuykendall said that some of the elements of the study could be incorporated into the CLRP but noted that planning outcomes of the study may not be fundable.

Supervisor Wilbourn noted the need to consider other projects in the region both when prioritizing I-66 related projects and in evaluating project effectiveness. Supervisor Wilbourn cited the Rt. 29 study, I-66, the WTCS and the Rt. 29/I-66 Gainesville interchange as projects that needed to be coordinated.

Mayor Mason requested that a clear statement of the purpose and products of the study be supplied for the next PAC meeting. He noted that the public needs to understand that the alternatives being studied are not necessarily what will eventually be built.

Chairman Hanley asked if projects that will be completed within the time frame of this study are to be included in the study. She noted improvements at the I-66/Route 29 interchange at Gainesville. Mr. Wolsfeld said yes.

Chairman Hanley asked if the travel model was working. Mr. Wolsfeld said yes.

#### **APPROVAL OF MINUTES OF MARCH 13, 1997 MEETING**

Supervisor Wilbourn requested that the following language be inserted on Page 6 at the end of the first paragraph under the Route 29 heading, "...although there was significant opposition to a south bypass." The meeting minutes were approved as amended.

#### **1990 AND 2020 ORIGIN AND DESTINATION PATTERNS**

Mr. Kuykendall distributed a report on the topic dated July 9, 1997 to those in attendance. Mr. Wolsfeld started the discussion by presenting graphs depicting population and employment growth in the corridor between 1990 and 2020. He then introduced the report and noted that the corridor had been divided into four study areas. Responding to a question, Mr. Wolsfeld noted that the report only addressed work trips.

Supervisor Wilbourn asked if tourist trips were included. Mr. Wolsfeld said that they were not included in the numbers being presented. Mayor Mason noted that work trips comprise only about 25 percent of travel and tourists to the area are expected to double to approximately 40 million. Mr. Wolsfeld agreed that work trips were about 25 percent of total travel but added that work trips are a greater proportion of peak hour traffic volumes that are typically used for highway design. Mayor Mason noted the need to know the total picture, not just the peak hour, in order to evaluate transportation strategies.

Mayor Mason requested that all maps presented should include clear jurisdictional boundaries.

Mr. Wolsfeld presented graphics illustrating the origins and destinations of corridor related travel. Mayor Mason asked what parameters drive the distribution of travel. Mr. Wolsfeld said that travel surveys are used to develop mathematical models of travel behavior. These mathematical models estimate trip distribution as a function of travel time and number of trip destinations available. The models are calibrated to the survey data.

Mr. Wolsfeld presented graphics illustrating the traffic volumes and roadway capacities at various screenlines in the corridor. Following some discussion by the committee, Mayor Mason requested that the screenlines should not include the Beltway because it obscures characteristics of other north-south roadways.

Members of the PAC noted that the graphics indicated that at most locations conditions in 2020 would be approximately the same as or better than in 1990.

Chairman Hanley questioned the inclusion of the widening of Rt. 50 between the City of Fairfax and the Beltway in the CLRP. Mayor Mason suggested a sensitivity analysis to determine the effects of not widening Rt. 50.

Mr. Wolsfeld noted that the overall conclusion of the report is that travel demand in most markets will substantially exceed the available roadway capacity even with planned improvements. Therefore, most improvements reviewed as part of the I-66 study can be expected to perform well. This will make it difficult to prioritize projects.

## **CAPITAL BELTWAY**

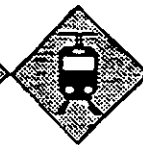
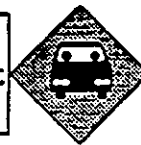
Because of time constraints, Mayor Mason elected to defer this item.

## **NEWSLETTER**

Members of the PAC expressed concerns about the alternative strategies displayed in the newsletter. It was suggested that the study should consider the feasibility of rail to Gainesville without other improvements and an evaluation of a basic rail system without distinguishing between Metrorail and light rail. The inclusion of the north-south rail link requires further consideration by the PAC. The committee requested that, given these concerns, the newsletter should not be published at this time and the PAC should reconvene soon to reconsider the alternatives. A meeting date of August 7 at 7:00 PM was suggested and tentatively confirmed.

The meeting was adjourned at 6:03 PM.





## I-66 CORRIDOR MIS

### POLICY ADVISORY COMMITTEE MEETING

March 13, 1997

President's Room, Annandale Campus of NOVA Community College

Dinner at 5:00 PM, Meeting at 5:30 PM

#### AGENDA

- |                      |  |
|----------------------|--|
| 5:30<br>Chairman Lee | 1. Welcome   |
| 5:35<br>Chairman Lee | 2. Review and approval of minutes of October 29, 1996 PAC meeting (Attachment #1)  |
| 5:40<br>Ms. Fogle    | 3. Report of the Technical Advisory Committee (TAC)  |
| 5:50<br>Mr. Wolsfeld | 4. Screen 2 Multi-Modal Strategy Definition (Attachment #2)<br><i>Action Item: PAC approval of the recommended strategies. The Study Team has defined a set of 13 multi-modal transportation strategies proposed for evaluation in Screen 2 of the MIS Process. These strategies have been reviewed at three TAC meetings.</i> |
| 6:25<br>Mr. Chang    | 5. Gainesville Area Project Coordination (Information Only - No Action Required)   |
| 6:35<br>Mr. Nau      | 6. Route 29 Corridor Development Study (Information Only - No Action Required)   |

#### A. Summary of Public Information Meeting (Attachment #3)

*On January 27, 1997 a public information meeting was held to discuss the Route 29 Corridor Development Study from Warrenton to Centreville. Approximately 250 people attended. The attachment includes a summary of the meeting and the written comments received. A copy of the meeting sign-in sheets will be available for review.*



6. Route 29 (cont.)

B. Next Steps in the Study

*Alternative alignment options will be evaluated based on three factors: public and agency input, potential environmental effects, and traffic operations. After travel forecasts and other evaluations are complete, another public meeting will be held to discuss the evaluation results.*

6:50  
Chairman Lee

7. Other

6:55  
Chairman Lee

8. Next Meeting

7:00  
Chairman Lee

9. Adjourn

**I-66 CORRIDOR MIS POLICY ADVISORY COMMITTEE MEETING**

**March 13, 1997, 5:00 PM**

**Northern Virginia Community College, Annandale Campus**

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Attending:

Policy Advisory Committee

The Honorable Michael Frey, Fairfax County Board of Supervisors

The Honorable Kate Hanley, Chairman, Fairfax County Board of Supervisors

Robert Lee, CTB

The Honorable John Mason, City of Fairfax

The Honorable Charles Robinson, Town of Vienna

The Honorable Kathleen Seefeldt, Chairman, Prince William County Board of Supervisors

The Honorable Ed Wilbourn, Prince William County Board of Supervisors

Angela Fogle, Fairfax County Transportation

Jeffrey Reinbold, NPS

Charles M. Badger, DRPT

Farid Bigdeli, VDOT/NOVA

Young Ho Chang, VDOT/NOVA

Tom Farley, VDOT/NOVA

Robert L Trachy, Jr., VDOT

Gary Kuykendall, DRPT

Rick Nau, BRW

Carol Ann Perovshek, Mary Means & Associates

Marie Travesky, Travesky & Associates

Deborah Pyzdrowski, Mary Means & Associates

Dick Wolsfeld, BRW

## **I-66 CORRIDOR MIS:**

### **Summary of the March 13, 1997 Policy Advisory Committee Meeting Project Manager's Report March 28, 1997**

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#### **INFORMATION ITEMS:**

- **Project Status** - The Chairman requested and Gary Kuykendall of DRPT gave a synopsis of project activities since the October PAC meeting. (See Activities of the TAC below).
- **Activities of the TAC** - Angela Fogle of Fairfax County reported that the Technical Advisory Committee focused on the Route 29 Corridor Development Study (CDS), refinements to the travel demand forecasting model, and the development of Screen 2 multi-modal strategies.
- **Gainesville Area Project Coordination** - Young Ho Chang of VDOT NoVA District Office reported on recent planning coordination efforts for Gainesville area studies (Route 29 Corridor Development Study (CDS), Western Transportation Corridor Study, Manassas Railroad Alignment Improvement Study). Efforts include improved communication within VDOT, enhanced external communication, and public outreach. (*See fax cover sheet for how to request a Gainesville Area Studies map.*)
- **Route 29 Corridor Development Study Project Information Meeting** - The public information meeting of January 27, 1997 was well attended and well received. Next study steps include environmental evaluation, travel demand and traffic evaluation, and a second public information meeting to communicate the evaluation results.

#### **COMMITTEE ACTIONS:**

The PAC approved the Screen 2 multi-modal strategies as described in the February 26, 1997 "Screen 2 Multi-Modal Strategy Definition" with the following suggested modifications:

- That all strategies with light rail transit (LRT) service include a north-south LRT linkage generally along the Route 28 corridor connecting the Manassas and Dulles LRT lines. This affects strategies 2, 2a, 4 and 7.
- That the "Ring Road" proposed in the Central Fairfax Study be assessed in I-66 MIS strategies.

The PAC requested origin/destination information to better assess regional travel patterns affecting the corridor. The PAC noted that the MIS needs to consider the continuity of the transportation system both inside and outside the Beltway.

**NEXT MEETING - June 12, 1997, 5:00 PM, Northern Virginia Community College. Anticipated agenda items include:**

- **Refinement of Screen 2 Multi-Modal Strategies**
- **Route 29 CDS Draft Study Report**
- **I-66 Corridor MIS Newsletter**
- **Presentation of origin/destination information**

## **WELCOME**

Chairman Lee began the meeting by welcoming all.

## **REVIEW OF PAST MEETING MINUTES (Attachments #1)**

Chairman Lee requested that Kuykendall present a brief recap of the October 29, 1996 PAC meeting. Kuykendall stated that at the October PAC meeting the project team:

- presented the Screen 1B results which would be used to assist in preparing multi-modal strategies
- was engaged in developing an acceptable forecasting model.

Kuykendall reported that the team had developed and would present thirteen (13) multi-modal strategies. He also stated that the forecasting model was still being calibrated. Definitive word on the status of the model was anticipated at the end of March.

The committee instructed that future minutes provide brief descriptions of any assumptions or strategies referenced. There was also a request that minutes address committee members by their respective titles. Changes were noted to pages 3 and 4 of the October minutes accordingly. The Committee approved the October, 1996 minutes with these revisions.

## **REPORT OF THE TECHNICAL ADVISORY COMMITTEE**

Ms. Fogle, TAC representative, addressed the committee. She stated that the TAC had met three times since the last PAC meeting. Discussions at the TAC meetings have focused on three items:

1. Route 29 Corridor Development Study (CDS)
2. Travel Demand Forecasting Model
3. Screen 2 multi-modal strategies

Fogle explained that TAC concerns over the accuracy of the model have been mitigated by the team's current effort to refine it prior to initiating the Screen 2 evaluation. She emphasized the critical path that an acceptable model plays in the project schedule of both the I-66 MIS and the Route 29 CDS.

Fogle also mentioned TAC concerns regarding general inconsistencies between the multi-modal strategies and Screen 1B results. She cited congestion on I-66 west of Centreville identified in Screen 1B that was not currently addressed by any of the multi-modal strategies. The TAC was also concerned about any multi-modal strategy that would completely eliminate HOV lanes from I-66. She cited Strategy 11 (related to Beltway MIS) as one of particular concern to the TAC.

## **GAINESVILLE AREA PROJECT COORDINATION**

A map depicting transportation studies in the Gainesville area was distributed. Ho Chang, from VDOT's Northern Virginia District office, updated the committee on efforts to coordinate the numerous studies in Gainesville area. The goals of this coordination effort are twofold:

1. to enhance internal coordination between VDOT divisions and individual project managers
2. to enhance external coordination and community outreach

Three specific concerns/needs cited by the community are:

1. to improve opportunity and ease for public input
2. to reduce confusion caused by the large number of studies in such a small geographical area
3. to develop a comprehensive mailing list for the entire area.

In reaction to these concerns, Chang stated that the department would:

- identify Bob McDonald as the "point person" for the Gainesville studies
- create and maintain a comprehensive study map
- hold regular update meetings with elected officials
- merge and coordinate existing project mailing lists
- hold a follow up coordination meeting that would include representatives from public affairs and community relation organizations.

#### **REVIEW OF MULTI-MODAL STRATEGIES (Attachment #2)**

Wolsfeld stated that ten (10) strategies were originally developed by the team. Three (3) more strategies were added via TAC recommendation for a total of thirteen (13).

It was noted that VRE was not part of any of the thirteen strategies, and instead, would be evaluated independently. Chairman Hanley expressed concern that some of the LRT elements within the strategies might duplicate VRE service. Wolsfeld assured Chairman Hanley this would not be the case.

Mayor Mason wanted to know if the team had considered the effect that changing HOV restrictions from HOV-2 to HOV-3 east of the Beltway would have on areas west of the Beltway. Wolsfeld explained that the team's intuition is that yes, changes in HOV restrictions east of the Beltway would effect areas west of the Beltway. However, the exact nature of the changes would not be apparent until after Screen 2. The model run would identify the relationships between HOV on either side of the Beltway.

#### **Strategy 1:**

- adds one (1) lane to I-66 in each direction [total of four general purpose lanes in each direction]
- allows for two (2) reversible, barrier separated HOV lanes in the median of I-66
- upgrades Routes 29 and 50 to super arterials [three lanes in each direction]

Relevant to the final bullet-point, Mayor Mason pointed out the importance of widening Route 50 east of Fairfax City if any widening occurred west of Fairfax City. Widening only the western section will serve to bring high volumes of traffic into the City of Fairfax without providing an adequate means out.

Mayor Mason encouraged the team to study the relationship between the Central Fairfax Bypass (Shirleygate, Blake, Pickett) and the I-66 MIS. Chairman Hanley noted that Fairfax County would support a widening of Route 50 only if it included a truck ban.

**Strategy 2:**

- adds one SOV lane in each direction on I-66 [a total of four general purpose lanes in both directions]
- retains concurrent HOV lane in each direction on I-66
- adds a LRT line from Vienna Metro Station to Dulles and another LRT line from Vienna to Manassas

Wolsfeld noted that this strategy was modified in response to TAC discussion. The strategy reviewed by the TAC included Route 29 and Route 50 Super Arterials.

**Strategy 3:**

- adds one SOV lane in each direction on I-66 [a total of four general purpose lanes in both directions]
- adds two(2) reversible, barrier-separated HOV lanes to I-66
- extends Metro west to Centreville within I-66 median

**Strategy 4:**

- adds two (2) reversible, barrier-separated HOV lanes in I-66 median
- adds a LRT line from Vienna Metro Station to Dulles and another LRT line from Vienna Station to Manassas

Wolsfeld noted that the LRT lines address east/west market demand in the Manassas and Dulles areas. He also noted that Screen 1B identified an equally significant demand for north/south movement.

Chairman Seefeldt wanted to know why some type of connection to Tysons Corner was not addressed in any of the strategies. Wolsfeld explained that no viable route or right-of-way could be established between the study corridor and Tysons. The study is assuming that travel to Tysons from the corridor will occur via I-66 and the Beltway.

Mason suggested adding a third LRT line to this strategy to address the north/south demand. The third LRT would be a north/south LRT connector between Manassas and Dulles. Wolsfeld agreed that Strategy 3 could be refined to include this.

- The committee approved the addition of a north/south LRT line that would connect Manassas and Dulles.

**Strategy 5:**

- adds two reversible, barrier-separated HOV lanes to I-66
- extends Metro west to Centreville within I-66 median

Mayor Robinson wanted to know if the team was looking at Metro extensions from Falls Church to Tysons and Dulles. Wolsfeld replied that this would be evaluated in Screen 3.

**Strategy 6:**

- extends Metro west to Centreville within I-66 median
- adds a north/south LRT line from Dulles to Manassas, connections with Metro in Centreville



**Strategy 7:**

- adds one SOV lane in each direction on I-66
- adds two reversible, barrier-separated HOV lanes within I-66 median
- adds a LRT line from Vienna Metro Station to Dulles and another LRT line from Vienna to Manassas

**Strategy 8:**

- adds a SOV in each direction on I-66
- adds two reversible, barrier-separated HOV lanes on I-66
- extends Metro west to Centreville within I-66 right-of-way
- upgrades Routes 29 and 50 to super arterials

**Strategy 9:**

- adds a SOV lane in each direction on I-66
- extends Metro west to Centreville within I-66 right-of-way
- upgrades route 29 and 50 to super arterials
- adds north/south LRT in route 28 Bypass corridor or Tri-County parkway corridor with connection to Centreville Metro station

**Strategy 10:**

- adds two reversible, barrier separated HOV lanes on I-66
- extends Metro west to Centreville within I-66 right-of-way
- adds north/south LRT line between Dulles and Manassas with connection at Centreville Metro station

**Strategy 11: Coordination with Beltway MIS**

This strategy seeks to coordinate closely with Beltway MIS recommendations. It includes six lanes in each direction on I-66. Currently there is much flexibility in lane type and designation. The six lanes would be a combination of express and local SOV (2-4 / 4-2, or 4-2 / 2-4). The ability to apply HOV restrictions during peak hours is not eliminated.

A discussion of travel origins and destinations was initiated by Chairman Lee. What type and amount of demand on I-66 merits this type of capacity increase? Where are the people going? Can the road system inside the Beltway support the anticipated growth? The MIS needs to consider transportation continuity.

PAC members expressed concern that this strategy glosses over Beltway MIS unresolved issues.

**Strategy 12: "Superbus"**

Better definition of this strategy will be developed with assistance of county staff. This strategy does not include exclusive ROW for buses; therefore, buses will be limited by normal road operations and weather conditions, just like any other vehicle.

### Strategy 13: County Comprehensive Plans

This strategy includes projects found within county comp plans that are not part of the CLRP.

- The Committee approved the strategies as presented with discussed revisions to:
  - Strategy 2: relation of Central Fairfax Study
  - Strategy 4: addition of third LRT line from Dulles to Manassas
  - Strategy 11: more detailed evaluation of travel destinations.

### **ROUTE 29 CORRIDOR DEVELOPMENT STUDY PUBLIC INFORMATION MEETING**

(Attachment #3)

Members received a summary of the January 27th public meeting in their meeting packets. Nau commented that participants were generally pleased with meeting format and presentation displays. A majority of respondents preferred no bypass or wanted to designate a portion of I-66 as Route 29. Comments also reveal that there is no overwhelming consensus on the location of any Battlefield Bypass if one were to be built.

Nau also reported that some residents felt 'trapped' when posed with the question: "Should 29 be relocated?" Some residents felt that if they answered yes to such a question, then they would be interpreted as endorsing the alignments presented by the team. Therefore, even though some residents felt that Route 29 should be relocated outside of the Battlefield, they answered no because they did not like any of the suggested alternative alignments.

Nau added that the team was continuing to accumulate technical information. Next steps involved travel demand forecasting as soon as an acceptable model is developed, and a second public meeting to present the set of recommended improvements and/or alignments. The time needed to complete the Route 29 Corridor Development Study is contingent upon the development of the travel model.

Mayor Mason wanted to know how re-designation of Route 29 along a portion I-66 would affect the I-66 MIS. Nau replied that the effects of re-designation would be studied as part of Screen 3.

Farley expressed concern regarding the dual designation of Route 29/I-66. He cited that Route 29 is a local route, a feeder route and a "reliever" route when problems occur on I-66. Even with dual designation there remains a need for an adequate and safe alternative to I-66.

### **NEXT MEETING**

The next meeting of the PAC would be scheduled for June 12, 1997 to coincide with a TCC meeting. A tentative agenda for June 12 includes:

1. Multi-modal strategy refinement based on Screen 2 results
2. Route 29 CDS draft report
3. I-66 MIS newsletter
4. Review of origin/destination analysis

Committee members instructed project management to notify absent members about the current meeting's proceedings and the next meeting scheduled for June 12, 1997.

## I-66 CORRIDOR MIS

### POLICY ADVISORY COMMITTEE MEETING

October 29, 1996, 1:30 PM

- |                      |   |
|----------------------|---|
| 1:30<br>Chairman Lee | 1. Introductions  |
| 1:33<br>Chairman Lee | 2. Review and approval of minutes of June 20, 1996 PAC meeting<br>(Mailed in advance of meeting)*   |
| 1:35<br>Mr. Kuhns    | 3. Report of the Technical Advisory Committee (TAC)   |
| 1:45<br>Mr. Wolsfeld | 4. Review, Comment and Adoption of Planning Assumptions to<br>Guide the Development of Screen 2 Multi-Modal Investment<br>Strategies (Mailed in advance of meeting)*    |
| 2:45<br>Mr. Wolsfeld | 5. Review and Comment on Screen 1B Travel Demand Forecasting<br>Results (Mailed in advance of meeting)*<br><br>- Summary of Technical Report<br><br>- Report of the TAC |
| 3:30<br>Mr. Nau      | 6. Route 29 Corridor Development Study<br>(Map mailed in advance of meeting)*   |
| 3:50<br>Chairman Lee | 7. Other  |
| 3:55<br>Chairman Lee | 8. Next Meeting - December 19, 1996, 5:00 PM  |
| 4:00<br>Chairman Lee | 9. Adjourn  |

\* NOTE: Please bring items mailed in advance with you to the meeting.

**I-66 MIS Policy Advisory Committee  
MEETING MINUTES  
October 29, 1996 - (DRAFT of November 26, 1996)  
Fairfax County Governmental Center - Conference Room #8**

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Attending:

Robert Lee, Chairman, Commonwealth Transportation Board  
The Honorable Robert B. Dix, Jr., Fairfax County  
The Honorable Michael Frey, Fairfax County  
Mr. Halsey Green, Falls Church (representing Vice Mayor David Snyder)  
The Honorable Katherine Hanley, Fairfax County  
The Honorable David Mangum, Fauquier County  
The Honorable John Mason, City of Fairfax  
The Honorable Kathleen Seefeldt, Prince William County  
The Honorable Charles Robinson, Town of Vienna  
The Honorable Ben Thompson, Prince William County

Kathleen Benton, NVTC  
Tom Blaser, Prince William County  
Angela Fogle, Fairfax County  
Randy Hodgson, Fauquier County  
Bob Kuhns, City of Fairfax  
Bob Moore, Fairfax County  
George Phillips, Loudoun County  
Jeff Reinbold, NPS  
Robert Snead, COG/TPB  
Richard Stevens, WMATA  
Bob Sutton, NPS  
Jeffrey Tyley, MWAA

Betty Duley, Prince William County Historical Commission  
Martha Hendley, CARD  
Al Lynch, The Lynch Companies

Leo Bevon, DRPT  
Charles M. Badger, DRPT  
Gary Kuykendall, DRPT  
Valerie Pardo, VDOT/NOVA

Farid Bigdeli, VDOT/NOVA  
Rick Nau, BRW  
Dick Wolsfeld, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates

## INTRODUCTIONS AND PAST MINUTES

Chairman Lee opened the meeting at 1:45 PM. Because they were distributed during the meeting and not mailed previously, the Committee deferred review and approval of the June 20th PAC meeting minutes until the December 19, 1996 meeting.

## REPORT FROM THE TECHNICAL ADVISORY COMMITTEE

Ms. Fogle stated that the TAC convened on September 5th to review and discuss the Planning Assumptions. At meetings held on September 19th and October 3rd, the TAC discussions focused on Screen 1B results and the Route 29 Corridor Development Study. A subcommittee of the TAC, known as the Travel Forecasting Subcommittee, met with the consultant team on July 30 and September 16 to assist in the preparations for running the Screen 1B forecast.

## PLANNING ASSUMPTIONS

Mr. Wolsfeld presented a brief overview of the planning assumptions that would be used by the consultant team to guide the development of investment strategies for testing in Screen 2.

### Planning Assumption #1:

Wolsfeld explained that the preferred investment strategies from other MIS's in the Northern Virginia region will not be assumed in the I-66 MIS Corridor until they are formally adopted into the CLRP, with one exception: the preferred strategy from the Dulles Corridor Rail MIS will be analyzed in Screen 3. The committee commented that at some future date the interrelationship between all MIS's in the region must be addressed by someone.

- The Committee adopted the assumption.

### Planning assumption #2:

Members observed that the MIS's final strategy must meet air quality conformity requirements regardless of whether or not additional SOV lanes are a component of that strategy. This is a fact, not an assumption.

- The Committee agreed to reword the assumption to state, "The selected investment strategy will meet air quality conformity requirements."

### Planning assumption #3:

There was little or no discussion on this planning assumption.

- The Committee adopted the assumption.

### Planning Assumption #4:

Mayor Robinson requested a definition of fixed-guideway transit component. Wolsfeld explained that it could be either a light rail or Metrorail-type system. The Committee acknowledged that the primary purpose of corridor bus service for planning purposes would be to 'feed' any new or existing fixed-guideway system.

- The Committee adopted this planning assumption.

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## PAC MEETING MINUTES

I-66 Major Investment Study  
October 29, 1996

Planning Assumption #5:

The Committee acknowledged it reasonable to assume that the Norfolk-Southern rail right-of-way from Manassas-Gainesville-Haymarket for an extension of VRE will be available.

- The Committee adopted this assumption.

Planning Assumption #6:

With little discussion, the Committee acknowledged that HOV lanes on the Capital Beltway and on I-66 east of the Capital Beltway would assume HOV-3+ operations in 2020.

- The committee adopted this assumption.

Planning Assumption #7:

The Committee acknowledged the study should not assume routes other than the Capital Beltway as the main access to the Tyson's area from the I-66 corridor.

- The Committee adopted this assumption.

Planning Assumption #8:

Several members voiced concern over the transit service statements in this assumption. Most commuters would need to either drive or take a bus to any new LRT lines, take LRT to Vienna, transfer to Metrorail, and Metro to their final destination. They agreed that 2 or more transfers between modes discourages commuters.

- The Committee adopted this assumption after removing the words "transit service perspective" from the text.

Planning Assumption #9:

The Committee agreed with the assumption's premise that relative costs of travel modes should not significantly change by the forecast year of 2020.

- The Committee adopted this assumption.

Planning Assumption #10:

According to the most recent regional forecasts, employment and population in the corridor are expected to increase by 83% and 73% respectively. Based on these demographic changes, *conservatively* transportation improvements of \$8 billion (+/-) would be required -- on top of the already \$11 billion invested to date -- just to maintain the level of service experienced today by commuters.

Committee members acknowledged the challenges of trying to maintain or improve the transportation system in Northern Virginia. However, some members expressed the need to consider local public perception and elected officials' responsibility when developing long-range solutions to transportation problems. Dix urged some type of financial constraint in order for the study to remain credible and implementable.

Following discussion, the Committee changed the assumption to clarify Committee intent.

- The Committee adopted the assumption as : "For the purposes of Screen 2, alternative investment strategies should not be constrained by capital dollars currently available."

## REVIEW OF SCREEN 1B TRAVEL DEMAND FORECASTING RESULTS

Wolsfeld presented the major results and conclusions of the Screen 1B analysis:

### Conclusion #1:

The forecasts show that none of the alternative elements when analyzed in isolation will have a significant positive effect on volume to capacity ratios.

- The Committee acknowledged that no alternative element in isolation will improve existing or future traffic congestion.

### Conclusion #2:

The study team recommended not carrying forward concurrent lanes (Alternative 3A) for further analysis because Screen 1B showed demand for existing concurrent HOV-2+ lanes would exceed their capacity.

Supervisor Hanley voiced concern over the elimination of all concurrent flow HOV lanes along I-66. The Operating Capacity map within the Screen 1B Results Report shows travel demand along I-66 in the vicinity of Gainesville would not exceed capacity. Concurrent HOV lanes around Gainesville should then be able to remain.

Wolsfeld explained that not all concurrent lanes would be eliminated based on Screen 1B results. Concurrent flow HOV lanes near Gainesville could probably remain, while those in the eastern portions of the corridor would operate better if converted to barrier-separated HOV lanes. He also added that the model to be used in Screen 2 would have updated and more detailed cordon information which may produce slightly different results in the western portions of the corridor.

- The Committee agreed that concurrent HOV-2+ lanes not be carried forward into Screen 2.

### Conclusion #3:

The study team recommended that HOV-3+ restrictions be evaluated in Screen 2.

Supervisor Seefeldt inquired as to the possibility of utilizing HOV-4 restrictions. Dix stated that from a customer service perspective, HOV-4 was too restrictive.

- The Committee agreed to evaluate HOV-3+ restrictions in Screen 2.

### Conclusion #4:

The study team recommended not carrying into Screen 2 a Metrorail extension from Vienna to Dulles along Route 50/28 because of the extremely high costs to upgrade Route 50 to accommodate Metrorail.

Mr. Wolsfeld suggested that an extension of Metrorail to Centreville within the median of I-66 would be a more feasible alternative, and the modeling indicated would carry roughly the same

numbers of riders for potentially less than half the cost.

Mr. Kuhns explained that the TAC had lengthy discussions about this conclusion and recommendation, and wondered if a shorter route along Route 50 with less stations would be more feasible.

Mr. Bevon pointed out that if Metrorail extended to Centreville, there was a possibility of linking a new Centreville Metro station with a new light rail facility that would run north-south between the Dulles / Chantilly-area and Manassas. Supervisor Frey mentioned that this would be consistent with the Fairfax County Comprehensive Plan which provides for a light rail facility along Route 28. Chairman Lee asked if there was any comment to this, that he certainly saw this as reasonable and that hearing no objection it should be done.

- The Committee agreed that a Metrorail extension along Route 50 should not be carried forward into Screen 2.
- The Committee did not disagree that an LRT connection from Manassas to Dulles / Chantilly area should be studied in Screen 2.

#### **ROUTE 29 CORRIDOR DEVELOPMENT STUDY**

Mr. Nau reviewed the purpose of the study and the progress to date. He described the routes of the alternative alignments shown on the handout map and the comments received from County and National Park Service staff.

A northern route alternative that held much potential would begin at the Tri-County Parkway and extend west (A1), merge with James Madison Highway north of Haymarket (A2), and then connect with existing Route 29 (A3).

Nau informed the Committee of the team's intent to hold a public information meeting about the Route 29 relocation. Initial dates of November 19th & 20th had been ruled out due to conflicts with the Western Transportation Corridor's public meetings set for November 20th & 21st. The team was now considering an early to mid December public meeting. The team would utilize the I-66 MIS mailing list and local newspapers to advertise an upcoming Route 29 public meeting. The team would also request the assistance of the National Park Service and the counties to get the word out.

Mayor Robinson wanted to know if the existing Route 29 right-of-way within the Battlefield would be closed. Mr. Nau explained that, assuming Rt. 29 is turned over to the National Park Service, the final decision regarding the status of the existing Route 29 rested with the National Park Service.

Supervisor Seefeldt questioned the logic of showing alternatives A5, A6, and C4 at all, expressing that they certainly could never be built.

Mr. Mangum noted that the Fauquier County Transportation Plan called for widening along the north side of the existing Rt. 29 alignment and that the county had restricted development to the south side of the road in anticipation of upgrading Rt. 29 on the existing alignment.

#### **NEXT MEETING**



The next meeting of the Policy Advisory Committee is set to coincide with December's TCC meeting on December 19th at the Northern Virginia Community College Annandale Campus. Dinner will be provided at 5:00 PM with the meeting to follow at 5:30 PM.

**AGENDA**  
**I-66 Corridor MIS Policy Advisory Committee**  
Northern Virginia Community College - Annandale Campus  
8333 Little River Turnpike

President's Room

June 20, 1996

5:00 - 5:30 PM Dinner, 5:30 - 7:00 PM Meeting

- |                          |  |
|--------------------------|--|
| 5:30<br>Chairman Lee     | 1. <b>Introductions.</b>   |
| 5:35<br>Chairman Lee     | 2. <b>Review and Approval of Minutes of March 21, 1996 Policy Advisory Committee (PAC) Meeting.</b><br><i>(Attachment #1)</i>  |
| 5:40<br>Mr. Kuhns        | 3. <b>Report of the Technical Advisory Committee (TAC).</b>  |
| 5:50<br>Mr. Wolsfeld     | 4. <b>Presentation and Committee Comments to the "Overview of Evaluation of I-66 MIS Alternative Elements and Investment Strategies," June 10, 1996.</b><br><i>(Attachment #2)</i> |
| 6:10<br>Mr. Wolsfeld     | 5. <b>Briefing and Committee Comments to the Public, Community, and Agency Participation Program (PCAPP).</b><br><i>(Attachment #3)</i>  |
| 6:25<br>Mr. Wolsfeld     | 6. <b>Briefing and Committee Comments to the Travel Demand Modelling Assumptions.</b><br><i>(Attachment #4)</i>  |
| 6:40<br>Mr. Lantz (VDOT) | 7. <b>Briefing on the Route 29 Corridor Study.</b><br><i>(Attachment # 5)</i>  |
| 6:50<br>Mr. Kuykendall   | 8. <b>Presentation of Maps Depicting Other MIS's in Northern Virginia.</b>   |
| 6:55<br>Chairman Lee     | 9. <b>Other.</b>   |
| 6:59<br>Chairman Lee     | 10. <b>Next Meeting.</b>   |
| 7:00<br>Chairman Lee     | 11. <b>ADJOURN.</b>  |

**I-66 MIS POLICY ADVISORY COMMITTEE MEETING MINUTES**  
**June 20, 1996**  
**Northern Virginia Community College Annandale Campus -- President's Room**

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Attending:

The Honorable Hilda Barg, PRTC, Prince William County  
Robert Lee, Commonwealth Transportation Board  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William Board of Supervisors  
— Councilman Dave Snyder, City of Falls Church  
The Honorable Edward Wilbourn III, Prince William Board of Supervisors

Chip Badger, DRPT  
Farid Bigdeli, VDOT NOVA  
Angela Fogle, FCOT  
Pierce Homer, Prince William County  
Ron Kirby, COG TPB  
Bob Kuhns, City of Fairfax  
Valerie Pardo, VDOT NOVA  
James Rich, CTB  
Steve Roberts, VRE  
Art Smith, Loudoun County  
Rick Stevens, WMATA  
Rick Taube, NVTC  
Heather Waltenson, NVTC

Leo Bevon, DRPT  
Gary Kuykendall, DRPT  
Ken Lantz, VDOT Richmond  
Thomas Farley, VDOT NOVA

Dick Wolsfeld, BRW  
Rick Nau, BRW  
Diana Mendes, BRW  
Andrea Weiss, Mary Means & Associates  
Marie Travesky, Travesky & Associates

## **REVIEW AND APPROVAL OF MINUTES OF MARCH 21, 1996 PAC MEETING**

Minutes of the March 21 Policy Advisory Committee meeting were approved.

### **REPORT OF THE TECHNICAL ADVISORY COMMITTEE**

Bob Kuhns reported that the TAC met on May 2, May 15 and June 5. They spent most of their time discussing travel demand forecasting and definitions of alternatives for runs of the Screen 1B travel model. He noted that a travel demand forecasting subcommittee is scheduled to review the preliminary Screen 1B travel demand forecasting results at a meeting in early July.

Mr. Kuhns also noted that the TAC had recommended not to change the name of the INFORMER newsletter.

### **EVALUATION OF I-66 MIS ALTERNATIVE ELEMENTS AND STRATEGIES**

Mr. Wolsfeld made a brief presentation of the June 10, 1996, Overview Evaluation report. Using Attachment 2, Wolsfeld focused on Figure 2, Page 4, as the summary of the report.

Wolsfeld noted that the initial travel modeling runs, using the Dulles Corridor model, are to be completed very soon. The travel model is being refined to use on subsequent screens. Once refined, the model will be called the Northern Virginia Regional Travel Model. The refinements expand the geographic coverage of the model to Fauquier County and refine the travel zone system to more accurately depict traffic.

Wolsfeld explained that single-mode alternative elements are being evaluated at the Screen 1B level. The single-mode elements will be combined to form multi-modal strategies in subsequent screens.

Wolsfeld reported that the Measures of Effectiveness in the chart had been expanded to include Safety and accidents, per the request of the committee.

- ◆ The committee asked when this report would be finalized. Mr. Wolsfeld said that the report is a working document that could be changed throughout the study to reflect committee concerns.
- ◆ The committee asked if the new model will reflect growth patterns in the western portion of the study area. Wolsfeld stated that the growth would be reflected in the refined model.
- ◆ The committee expressed interest in understanding the factors that drive the model, specifically as they are used to define multi-modal strategies. The committee suggested that some form of sensitivity analysis would be helpful in their understanding.
- ◆ The committee said air quality concerns are very important and should possibly be considered prior to Screen 2 if possible. Wolsfeld noted that Screen 1B includes vehicle miles of travel and vehicle hours of delay, both of which are direct determinants of air quality impacts.
- ◆ The committee expressed concern over noise impacts, asking for definition of sensitive noise receivers. The study's definition of sensitive noise receivers will include residences, hospitals, schools, churches and other locations where a quiet environment is required.

- ◆ The committee noted that the Figure 2 overview graphic was a nice chart with good layout.

## **PUBLIC, COMMUNITY, AND AGENCY PARTICIPATION PROGRAM**

Mr. Wolsfeld briefly reviewed Attachment 3; the June 10, 1996, memorandum discussing the Public, Community and Agency Participation Program (PCAPP). His discussion focused on Table 2: Summary of New Techniques Considered.

- ◆ There was a committee question regarding the difference between focus groups and invited participant workshops. Focus groups are intended to glean input from a particular class of people while the invited participant workshops are intended to solicit input from key decision makers or others with special interests in the project. The committee noted the importance of timing when scheduling the meetings. They should be held when the participants have enough information about the project to have meaningful discussion, versus using the time to gripe.

## **TRAVEL DEMAND MODELING ASSUMPTIONS**

Mr. Wolsfeld reviewed Attachment 4, entitled "Key Assumptions for Travel Demand Forecasting." He explained that the model results in Screens 2 and 3 will yield numbers that differ from those generated in Screen 1B because of travel zone refinements in Fauquier County, and new MWCOG land use forecasts.

Mr. Wolsfeld explained that the transit networks used for each alternative had been reviewed by the TAC. He presented summary charts documenting employment, population, bus routes and bus miles within the study area. The committee asked if all potential transit users would be captured if only the study area was considered. Wolsfeld explained that the study area is not defined within the model; transit ridership is generated throughout the region.

- ◆ There were questions concerning the values used for auto operating costs. Staff reported that the auto operating cost in the model is approximately \$0.11 per mile; a figure significantly less than the AAA estimate of \$0.31 per mile. The AAA figure includes insurance, repairs and all other auto operating costs. Mr. Wolsfeld noted that the reduced auto operating cost was set as part of the model calibration process so that the model accurately reflects existing conditions. The committee suggested using the terminology, "Perceived auto operating cost."
- ◆ The committee asked about other factors affecting transit ridership projections. Leo Bevon reported that ridership is primarily dependent on three factors: total travel time, transit access time and travel cost. Mr. Wolsfeld noted that time and frequency of service also affect choice of travel method.

## **ROUTE 29 CORRIDOR STUDY**

Ken Lantz introduced Attachment 5, to discuss the Route 29 Corridor Study and asked for questions from the committee. Questions were raised about coordination between the Route 29 study, the Western Transportation Corridor Study (WTCS) and the Manassas Rail Relocation study. Mr. Lantz reported that a coordination meeting was held. The committee noted that although Congress authorized \$30 million to relocate Route 29 out of the Manassas Battlefield Park the money was never appropriated. It was suggested that workshops should be held with Fauquier and Prince William Counties to discuss Rt. 29 issues and concerns.

## **PRESENTATION OF MAPS DEPICTING OTHER MIS's IN NORTHERN VIRGINIA**

Gary Kuykendall presented a map identifying other MIS's and transportation studies currently underway around the metropolitan area and northern Virginia. Mr. Kuykendall noted that the map was taken from the Regional Transportation plan. Mr. Wilbourn and Mr. Rich requested copies of the map. Mr. Kuykendall announced the availability of other map products from the study team per committee request. The committee recommended that a study area map should be available for reference during future meetings.

## **OTHER BUSINESS**

None.

## **NEXT MEETING**

The Policy Advisory Committee was scheduled to meet in three months, prior to the next meeting of the TCC. Potential subjects for discussion will include the results of the Screen 1B forecasts, evaluation of alternatives and definition of multi-modal investment strategies.

Meeting was adjourned at 7:00 PM.

**AGENDA**  
**I-66 Corridor MIS**  
**Policy Advisory Committee**

Northern Virginia Community College  
Annandale Campus  
4001 Wakefield Chapel Road  
President's Room

March 21, 1996     5:00 - 5:30 PM Dinner  
                             5:30 - 7:30 PM Meeting

5:30  
Chairman Lee

1.     Introductions and Welcome.

5:35  
Chairman Lee

2.     Approval of Minutes from the February 7, 1996 Meeting.  
(Attachment#1)

Both Department staffs and TAC members were left with questions regarding PAC advice relative to alternative elements 7B, 11A, and 11B. The minutes may be unclear in these areas. This issue will be further discussed under items 3 and 4.

5:40  
Kuhns

3.     Report of the TAC.

Since the February meeting of the PAC the TAC met once on February 15th. The TAC report will focus on three major activities of that meeting: the I-66 MIS Informer, Screen 1.A., and Travel Demand Forecasting.

5:50  
Bevon

4.     Report of Department Actions Regarding Alternative Elements 7B, 11A, and 11B.  
(Attachment #2)

To meet the newsletter deadline the Department made decisions regarding these alternative elements.

6:00  
Wolsfeld

5.     Study Flow of Information and Advice  
(Attachment #3)

This item addresses the need for study participants to understand the overall process and their part in that process. Earlier representations focused on the linear elements of information flow in this study. This version focuses on the relationships between the technical process, the policy process, and the public involvement process. Due

**DRAFT**  
**I-66 MIS POLICY ADVISORY COMMITTEE MEETING MINUTES**  
**March 21, 1996**  
**Northern Virginia Community College Annandale Campus -- President's Room**

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Attending:

The Honorable Ellen Bozman, Arlington Board of Supervisors  
The Honorable Robert Dix, Jr., Fairfax County Board of Supervisors  
The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable Katherine Hanley, Fairfax County Board of Supervisors  
Robert Lee, Commonwealth Transportation Board  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William Board of Supervisors  
The Honorable Edward Wilbourn III, Prince William Board of Supervisors

Pierce Homer, Prince William County  
Ron Kirby, COG TPB  
Bob Kuhns, City of Fairfax  
Valerie Pardo, VDOT/NOVA

Leo Bevon, DRPT  
Thomas Farley, VDOT NOVA  
William Jeffrey, VDOT Richmond  
Gary Kuykendall, DRPT

Jinni Benson, Mary Means & Associates  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates  
Dick Wolsfeld, BRW



## REVIEW OF PAST MINUTES

Bevon clarified that although Alternative Elements 6A) *LRT to Dulles* and 7B) *Metrorail to Dulles* were listed separately in the newsletter because each was mode specific, the actual intent of the project was to consider a (non mode specific) fixed guideway alternative that would extend from Vienna Metro Station into the Dulles area. It was suggested that 6A and 7B be adapted into a new alternative to reflect the intention of the study.

It was clarified that existing HOV lanes would be retained in Alternative Element 11) *Reversible General Purpose Express Lanes*.

## REPORT FROM TECHNICAL ADVISORY COMMITTEE

Kuhns reported the key issues discussed at the TAC meeting held on February 15, 1996:

- 1) The I-66 MIS Informer newsletter.
- 2) Screen 1.A.
- 3) Travel demand forecasting and model status

Several Committee members voiced concerns related to newsletter title, graphics and content.

## FLOW OF INFORMATION AND ADVICE

A draft graphic representation of the study's general flow of information and advice was distributed to the group. Project team members quickly ran through the flow chart and stressed that the process of information flow was a continuous technical process.

- ◆ It was suggested that the arrow representing Public response to the Policy Advisory Committee remain a solid black line, but that the arrow representing Public feedback to the Technical Team (BRW/DRPT/VDOT/Technical Advisory Committee) be changed to a dashed line.

## REPORT FROM THE PUBLIC WORKSHOPS

Committee members were briefed on citizen attendance, participation and feedback related to Public Workshops held on March 11th (Manassas) and March 19th (Fairfax). Sign-In sheets from both rounds of Public Workshops were distributed to the group. Overall, the Alternative Elements as presented at the workshops were well received by participants. In order to provide a cross section of typical small workgroup discussions from both workshops, public involvement specialists from the project team highlighted a few citizen comments/feelings:

- Fairfax:
- The connection between I-66 HOV lanes and I-495 needs to be improved
  - There should be a balance between rail and roadway improvements
  - Study the coordination and affordability of headways
- Manassas:
- Revisit north/south travel needs in the corridor, particularly the connection between Manassas and Dulles
  - Extend some form of rail west to Gainesville
  - VRE stops are popular, continue to pursue expansion

The Committee was informed that a full summary of citizen comments from the workshops would be developed and distributed prior to the next meeting.

- ◆ There was a request from Committee for a map/document that would locate all transportation studies currently underway in the area. It was suggested that such a map could be obtained from the Metropolitan Washington Council of Governments.

## DRAFT UNIVERSE OF ALTERNATIVES/SCREEN 1 EVALUATION REPORT

Wolsfeld reiterated that many changes had taken place within the document since it was printed on January 1, 1996. The report will be continually evolving during the study process. It's next update will take place after the travel demand forecast model is run (Screen 1.B.).

## GROWTH FORECASTS/MODELING AND THE I-66 CORRIDOR

Mr. Ron Kirby led a presentation/discussion which focused on the process of developing cooperative forecasts in the Washington region. Handouts and wall graphics were provided to illustrate critical points and trends.

Kirby stated that the Council of Governments is currently expanding the Modeled Cordon Area to the boundaries recommended by the Forecasting Subcommittee.

Because Loudoun and Fauquier Counties are both "feeders" to I-66 and not currently included in the Current Modeled Cordon Area, Committee members wanted to know what implications this situation might hold for the I-66 MIS. Bevon explained that any negative impacts from this situation could be minimized by:

- Using the best data possible
- Extrapolating information for Loudoun and Fauquier Counties
- Having all MIS's use the same model

- ◆ Committee members voiced a strong request to be made implicitly aware of any agreed upon extrapolations and/or assumptions that would be taken to the modeling process.

## OTHER BUSINESS: ROUTE 29 STUDY

Jeffrey explained that Route 29, from the beltway to the southern border of the state, was under VDOT study. The segment of Route 29 from the beltway to Fauquier County is particularly critical due to the implications presented by Gainesville, Centerville and the Manassas Battlefield. A formal study of this segment through Northern Virginia was "piggy-backed" onto the I-66 MIS. The Route 29 Study and the I-66 MIS share the same timeline.

- ◆ Jeffrey clarified that the I-66 MIS Policy Advisory Committee would also serve as the policy advisory body for the Route 29 Study. Routine updates on the Route 29 Study and its alternatives would be presented to the group in the near future.
- ◆ Committee members requested that a more detailed explanation of the interrelationship between the Route 29 Study and the I-66 MIS be presented at the next meeting.

*Timeline could be separate from this study.*

## NEXT MEETING

It was not determined if the Policy Advisory Committee would meet in the month of April.

*Meeting was adjourned at 7:05 PM*

# I-66 MAJOR INVESTMENT STUDY -- Round 2 Public Workshops

## DRAFT Small Work Group Comments

**WORK GROUP ONE**

March 11, 1996

Stonewall Middle School, Manassas

ELEMENTS SELECTED BY GROUP FOR DISCUSSION	PARTICIPANT COMMENTS
<p>Alternative 3B. HOV Extension (8)</p> <p>Alternative 3C. Barrier Separated HOV (4)</p> <p>Alternative 3A. HOV Facility Enhancement (3)</p>	<ol style="list-style-type: none"> <li>1. Which corridors are being considered for expansion?</li> <li>2. How will land surrounding the corridors be used? Group considered business center build-up near ample HOV parking at expansion hubs</li> <li>3. Question potential for increased accidents at HOV interchanges--cars cutting in</li> <li>4. Recommend mass transit in barrier median over HOV</li> <li>5. Land for expansion in many areas that need it are already appropriated for condominiums, etc.</li> <li>6. Recommend no HOV along Rt. 28; expect low usage</li> </ol>
<p>Alternative 7A. Metrorail to Gainesville (5)</p> <p>Alternative 7B. Metrorail to Dulles (2)</p>	<ol style="list-style-type: none"> <li>1. Public needs cash incentive to utilize metro -- opportunity cost is too great</li> <li>2. Consider Metrorail expansion from Rt. 50 along 659 to the back side of Dulles</li> </ol>
<p>Alternative 6C. LRT to Dulles and Manassas (5)</p>	<ol style="list-style-type: none"> <li>1. LRT stations need to be close/more accessible to public</li> <li>2. Public needs cost incentives to use LRT (or any form of mass transit). Car is cheaper, despite congestion</li> <li>3. Concern that cost of LRT doesn't outweigh the benefit capacity larger than Metrorail</li> </ol>
<p>Alternative 4A. I-66 Improvements (1)</p> <p>Alternative 4B. Upgrade Routes 29 and 50 (1)</p> <p>Alternative 4C. Improvements to I-66. Rt. 29, Rt. 50 (1)</p> <p>Alternative 11. Reversible General Purpose Express Lanes (1)</p>	<ol style="list-style-type: none"> <li>1. Suggest defining corridor between I-66 and Rt. 29 with VRE line</li> <li>2. Currently no expansion needed along Rt. 28</li> </ol>
<p>Alternative 5. Commuter Rail Extension (1)</p>	<ol style="list-style-type: none"> <li>1. Concern that expense does not outweigh the benefit of large capacity</li> </ol>
<p>Alternative 2. Congestion Management (1)</p>	<p><i>No comments</i></p>

**I-66 MIS POLICY ADVISORY COMMITTEE MEETING MINUTES**

**February 7, 1996, 3 PM**

**Fairfax County Government Center -- Conference Room 8**

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**Attending:**

The Honorable Ellen Bozman, Arlington Board of Supervisors  
The Honorable Robert Dix, Jr., Fairfax County Board of Supervisors  
Bob George, (representing Supervisor Michael Frey, Fairfax County Board of Supervisors)  
The Honorable Katherine Hanley, Fairfax County Board of Supervisors  
Robert Lee, Commonwealth Transportation Board  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Charles Robinson, Mayor, Town of Vienna  
The Honorable Kathleen K. Seefeldt, Prince William Board of Supervisors

Kathleen Benton, NVTC  
Angela Fogle, Fairfax County  
Corey Hill, VRE  
Bob Kuhns, City of Fairfax  
Valerie Pardo, VDOT/NOVA  
Jeff Reinbold, NPS

Chip Badger, DRPT  
Leo Bevon, DRPT  
Farid Bigdeli, VDOT NOVA  
Thomas Farley, VDOT NOVA  
William Jeffrey, VDOT Richmond  
Gary Kuykendall, DRPT

Dick Wolsfeld, BRW  
Carol Ann Perovshek, Mary Means & Associates

Judy Freshman, H/P Companies

### **PUBLIC WORKSHOPS**

PAC recommended that all changes agreed to as part of this meeting be reflected in upcoming newsletter, public workshops and any future publications.

Committee members requested a copy of the project mailing list and a list of attendees from the first round of public meetings. Mary Means & Associates to provide this information at the next meeting.

### **NEXT MEETING**

The next PAC meeting was scheduled for Thursday, March 21, 1996. It will take place immediately prior to the regularly scheduled TCC meeting.

*Meeting adjourned at 4:50 pm.*

**AGENDA  
POLICY ADVISORY COMMITTEE  
I-66 CORRIDOR MAJOR INVESTMENT STUDY**

**January 11, 1996 / 5:00-5:30 PM Dinner / 5:30-7:30 PM Meeting**

**VDOT NOVA District Office  
1st Floor Terrace Conference Room  
3975 Fair Ridge Drive  
Fairfax, Virginia**

1. INTRODUCTIONS/WELCOME
2. MINUTES OF DECEMBER 14, 1995, MEETING (ATTACHMENT #1)
3. DISCUSSION OF GOALS AND OBJECTIVES
  - I-66 Corridor Transportation Problems (Attachment #2)
  - Goals/Objectives (Attachment #3)
  - Evaluation Criteria and Measures of Effectiveness for Screen 1 (Attachment #4)
  - Evaluation Criteria and Measures of Effectiveness for Screen 3 (Attachment #5)
4. FURTHER DISCUSSION OF BASE CASE
  - Other MIS Base Cases
  - I-66 Corridor MIS (Attachment #6)
5. UNIVERSE OF ALTERNATIVES
  - Original 13 Alternatives (9/21/95) (Attachment #7)
  - Alternatives Developed at November 1995 Public Workshops (Attachment #8)
  - Comments of TAC on Alternatives
  - Inputs of PAC on Alternatives
6. OTHER
7. NEXT MEETING
8. ADJOURN

**I-66 MIS POLICY ADVISORY COMMITTEE MEETING MINUTES**  
**January 11, 1996, 5 PM**  
**VDOT Northern Virginia District Offices -- Terrace Conference Room**

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**Attending:**

The Honorable Ellen Bozman, Arlington Board of Supervisors  
The Honorable Robert Dix, Jr., Fairfax County Board of Supervisors  
The Honorable Michael Frey, Fairfax County Board of Supervisors  
The Honorable Katherine Hanley, Fairfax County Board of Supervisors  
Robert Lee, Commonwealth Transportation Board  
The Honorable John Mason, Mayor, City of Fairfax  
The Honorable Kathleen K. Seefeldt, Prince William Board of Supervisors  
Councilman David F. Snyder, City of Falls Church  
The Honorable Charles Robinson, Mayor, Town of Vienna

Rod Burfield, WMATA  
Angela Fogle, Fairfax County  
G. Toni Giardini, COG/TPB  
Pierce Homer, Prince William County  
Bob Kuhns, City of Fairfax  
Larry Marcus, COG/TPB  
Shiva Pant, Fairfax County  
Valerie Pardo, VDOT/NOVA

Leo Bevon, DRPT  
Farid Bigdeli, VDOT NOVA  
Thomas Farley, VDOT NOVA  
William Jeffrey, VDOT Richmond  
Gary Kuykendall, DRPT

Dick Wolsfeld, BRW  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates

## MINUTES OF THE DECEMBER 14, 1995 MEETING [Attachment #1]

A decision was made to summarize the minutes from the December 14, 1995 and redistribute to the Policy Advisory Committee (PAC) prior to the next meeting. The group wanted the revised minutes and future minutes to

- focus on decisions made and consensus reached by the group
- be clear and understandable to the average citizen
- include any graphic handouts attached for reference purposes.

It was also requested that the PAC receive verbal reports from the Technical Advisory Committee at each of their meetings.

## PROBLEM STATEMENTS / GOALS and OBJECTIVES [Attachments #2 and #3]

The group then quickly reviewed a revised set of Problem Statements and Goals and Objectives. Wolsfeld pointed out that changes suggested by PAC members at the December 14, 1995 meeting were incorporated into the revisions. No objections or questions were raised by Committee members.

## EVALUATION CRITERIA / MEASURES OF EFFECTIVENESS

### Screen 1 [Attachment #4]

There were several concerns raised over the relationship (lack of) among the Screen 1 Evaluation Criteria, Goals & Objectives and Measures of Effectiveness. Overall, the Committee felt the chart's lack of clarity made it difficult to understand.

### Screen 3 [Attachment #5]

Screen 3 Measures of Effectiveness charts for the three categories of Transportation Service and Mobility, Area-wide Environmental Impacts and Transportation Investment were presented to the committee. Members felt much more comfortable with the level of detail and clarity depicted by the charts. They agreed that the project team seemed to be on the right track, but wanted more time to thoroughly review the material before giving advice.

The Committee agreed to the following changes to the charts:

- "and the degree to which local land use policies are supportive of transportation investment" would be dropped from the Measure of Effectiveness text related to Land Use
- environmental costs would be included within Measures of Effectiveness for Area-wide Impacts or Transportation Investment
- various editing changes made by TAC members.

Wolsfeld reiterated that, by contract, the I-66 MIS could not look at or recommend alternative land uses. The study would only be recommending transportation alternatives. Committee members agreed that they would review future recommended transportation alternatives and provide feedback on the relationship between these alternatives and local land use plans.

- The Committee was in consensus regarding the necessity for well documented reasons for the dismissal of any transportation alternative during the course of the study.



## UNIVERSE OF ALTERNATIVES [Attachments #7 and #8]

### Alternative No. 1 Baseline Scenario

Kuykendall presented a revised definition of the Base Case or Baseline Scenario. The revised definition was developed based on input provided by the Metropolitan Washington Council of Governments Transportation Planning Board (COG/TPB) and is intended to be applied to all MIS's in the region. This will allow all MIS's in the region to be related/compared in the future. The definition is being reviewed by agencies, project advisory committees and the TPB Technical Committee. The TPB Technical Committee is expected to address the revised definition at their meeting next month.

Alternative 1 will be known as the "Baseline Scenario" and will replace any reference to No-Build or Base Case. The Baseline Scenario would be defined as those projects in the Constrained Long Range Plan (CLRP) that are coded in the network. If an I-66 MIS transportation alternative would affect a coded CLRP project, then both the I-66 MIS alternative and Baseline Scenario would be analyzed.

It was noted that the I-66 TAC had accepted the revised definition of the Baseline Scenario in a meeting earlier the same day.

- The Committee accepted the definition of the Baseline Scenario as the CLRP coded projects.

The Committee was briefed on the remaining Universe of Alternatives and citizen generated alternatives with the understanding that comment would be withheld until the next scheduled meeting of the group.

The following is a reference listing of the Universe of Transportation Alternatives presented:

1. Baseline Scenario: CLRP coded projects.
2. Congestion Management: Travel Demand Management (TDM), Transportation System Management (TSM), Intelligent Transportation Systems (ITS), and transit improvements.
3. High Occupancy Vehicle (HOV) Lanes
  - a) Enhancements to existing I-66 HOV in the form of dedicated entry and exit ramps
  - b) Extending HOV lanes on the I-66 facility beyond Gainesville
  - c) Developing barrier-separated HOV lanes on I-66
4. Roadway Improvements
  - a) Addition of another general purpose lane on I-66 for its entire length
  - b) Upgrades to Routes 29 and 50 which could include additional lanes and grade-separated interchanges
  - c) Combination of both 4a and 4b
5. Extension of Virginia Rail Express (VRE) and development of new stations to serve Gainesville, Haymarket and western Fairfax County.
6. Light Rail
  - a) Develop light rail service from Vienna Station to Dulles International Airport (IAD)
  - b) Develop light rail service from Vienna Metro Station via Routes 50 and 28 to Centreville and Manassas
  - c) Combination of both 6a and 6b

7. Metro-like Rail

- a) Extension of Metro-like rail within the I-66 median out to Centreville
- b) Extension of Metro-like rail from Vienna Metro Station via Route 50 to Dulles vicinity.
- The Committee was very concerned about references to a terminus station in the Centreville area near Stringfellow Road and a station in the vicinity of Jermantown Road. The project team needs additional guidance from the PAC and TAC to site potential rail station. The Committee agreed to take up this issue at the next scheduled PAC meeting.

The following is a reference listing of citizen generated transportation alternatives presented:

1. Development of north/south light rail
  2. Change HOV into reversible general purpose express lanes
  3. Change I-66 into a toll road
  4. Elimination of HOV on I-66 facility
  5. Development of north/south HOV (Routes 28 and 50)
  6. Air service
  7. High speed telecommunications
  8. Development of a monorail
  9. Encourage and build more bicycle facilities
  10. Utilization of moveable barriers.
- The Committee agreed that all transportation alternatives must receive PAC advice before being presented at the public workshops.

**NEXT MEETING**

- It was agreed that the PAC needed to meet again in early February, 1996, to further review Evaluation Criteria/Measures of Effectiveness prior to the citizen workshops tentatively scheduled for late February.

Date and location of the next PAC meeting would be contingent upon the availability of Committee.

*Meeting adjourned at 7:50pm.*

**AGENDA**  
**POLICY ADVISORY COMMITTEE**  
**I-66 MAJOR INVESTMENT STUDY**  
**14 DECEMBER 1995 5:00-5:30 PM DINNER 5:30-7:00 PM MEETING**

**Annandale Campus of Northern Virginia Community College**  
**4001 Wakefield Chapel Road**  
**President's Room**

1. INTRODUCTION/PURPOSE OF POLICY ADVISORY COMMITTEE (PAC) - Mr. Lee
2. OVERVIEW OF I-66 MIS (ATTACHMENT #1) - Mr. Wolsfeld
3. PARTICIPATION/ROLES IN STUDY PROCESS (ATTACHMENT #2) - Mr. Wolsfeld
  - TAC REVIEW/COMMENT
  - PUBLIC WORKSHOPS
  - PAC PRESENTATIONS
  - SECRETARY OF TRANSPORTATION
  - COMMONWEALTH TRANSPORTATION BOARD
4. OVERVIEW OF PLANNING PROCESS (ATTACHMENT #3) - Mr. Wolsfeld
  - KEY DECISION POINTS
  - PURPOSE AND NEED
  - GOALS AND OBJECTIVES
5. INITIAL DEFINITION OF UNIVERSE OF ALTERNATIVES - Mr. Wolsfeld (ATTACHMENT #4)
6. NEXT MEETING - Mr. Lee
7. ADJOURN

Wolsfeld then discussed how the MIS process related to the overall project development process, explaining that the MIS came after a regional transportation system planning and before an EIS/Preliminary Engineering in project progression.

Supervisor Dix wanted to know why the I-66 MIS process did not include an EIS. Wolsfeld explained that there were the two types of MISs that could be executed:

Type 1 -- completion marked by the development of a locally preferred investment strategy

Type 2 -- products are a locally preferred investment strategy plus an EIS.

The I-66 MIS is a Type 1. An EIS is not part of the scope, however, an environmental analysis will be done to help with the evaluation of alternatives.

Supervisor Dix wanted to know why the I-66 MIS was a Type 1 and not a Type 2. Leo Bevon explained that, unlike the Dulles Corridor which had had several studies done, the I-66 Corridor had not. After BRW's Type 1 MIS, VDOT and DRPT anticipate more study of the I-66 area that would go into more detail and include an EIS. Much of the environmental analysis done by the BRW team now will serve as a basis for a future EIS.

Supervisor Dix wanted to know if doing a Type 1 MIS and then a separate EIS/Preliminary Engineering made any difference in the amount of time invested. Bevon said it did not make a difference because there would be no duplication of work.

Wolsfeld then reviewed the Primary Study Area map with the group. He explained that the Primary Study Area (in white) defined the area in which physical improvements would be made. He acknowledged that traffic circulation, bus route, and information gathering extended beyond this area.

Supervisor Seefeldt commented that the Study Area seemed overly large, and that she was under the impression that this particular MIS was initiated based on transit themes and therefore could not understand how its purpose had become so global. Wolsfeld explained that the major focus was on I-66, however, to solve problems on the interstate, very likely, changes will have to be made outside of the facility itself.

Supervisor Seefeldt commented that I-66 was currently experiencing incredible gridlock and wanted to know what alternatives to the facility itself would alleviate the problem. Wolsfeld mentioned that the project team was looking at feeder routes, parallel routes, north/south travel patterns, etc.

Bevon mentioned that studying rail within the Corridor was only one driving factor of this MIS. Disney was a strong motivator at one time, however, many of the Disney-related factors have been removed. The Commonwealth is trying to do a thorough analysis. This MIS is starting with a somewhat broader approach and then narrowing it down.

Supervisor Seefeldt wanted to know if major projects in the CLRP would be delayed because of the I-66 MIS. Bevon stated that the Commonwealth did not anticipate this and added that the MIS would probably end up substantiating the need for the CLRP projects.

Supervisor Dix wanted to know how VRE extensions related to the I-66 MIS. Bevon stated that the MIS would be looking at VRE extension from Manassas out to Gainesville.

Supervisor Hanley wanted to know if a VRE extension was being considered for Tysons. Bevon said that no such extension was being considered in this MIS.

Supervisor Hanley wanted to know if any data was available that documented where VRE commuters were going. She wondered if they were going to the same destinations as I-66 commuters. Bevon explained that part of the MIS' forecasting mission was to find out if any (and how much) overlap exists between different commuting modes.

Mayor Mason inquired as to the real purpose of the Primary Study Area map. Wolsfeld explained that it was an easy way for people to see where physical changes might occur and how the location of physical changes might impact their life. Mayor Mason summarized that the Primary Study Area map's main intent was to inform the public, but that it really had no strong influence on alternatives. Wolsfeld agreed.

Supervisor Hanley was concerned that the MIS would spend too much time studying things far away from the I-66 facility -- time that could be spent finding solutions for the immediate problems of the interstate itself. Wolsfeld explained that the predominance of alternatives that would be considered would be located along I-66.

Councilman Snyder stated that if the MIS really wanted to deal with the people who drive I-66, the western end of the study area could be extended to I-81 (Front Royal) in order to plan for the future. Bevon explained that in developing a map, some lines must be drawn for illustrative purposes.

Wolsfeld moved on to review the project schedule. He emphasized the General Assembly's directive for a December 1996 completion date. He explained that there would be three screens conducted to go from twenty alternatives to one final recommended transportation strategy. He added that the initial screen would be characterized by a high number of alternatives weighed against a low number of criteria, whereas the third and final screen would have a small number of alternatives that would be analyzed by a high number of detailed criteria. He stressed that input from the PAC would be sought at the beginning and end of each screen.

### **ITEM 3: PARTICIPATION/ROLES IN STUDY PROCESS**

Wolsfeld reviewed the Opportunities for Public/Agency Input:

Key person interviews

- Newsletter
- 4 rounds of public workshops (3 rounds correspond with screens)
- Internet
- Hot line (1-800-811-4661)
- Community groups/business association meetings
- Informational brochure (will be continually updated as project progresses)

Wolsfeld acknowledged that many workshop participants were interested in how the I-66 MIS would relate with other studies such as Western Washington Bypass MIS, Dulles Corridor Transportation Study, Capital Beltway MIS, Route 29 (Warrenton to Centreville) Bypass Study, Manassas Rail Relocation, Woodrow Wilson Bridge Replacement Study, I-270 MIS, Central Fairfax Study.

Wolsfeld reviewed the products of the I-66 MIS:

Consensus on a Transportation Investment Strategy for the Corridor

Identification of Implementation and Operating Responsibilities for Each component of the Strategy

Implementation Schedule or Each component of the Strategy.

Supervisor Hanley wanted to know who would be candidates for implementation and operation responsibilities. Wolsfeld stated that potential existed for cities, counties, state and private efforts.

Supervisor Hanley wanted an example of what a city could do. Bevon suggested that a city might take responsibility for implementing and operating an express bus service. Hanley replied that such assumptions regarding implementation and operation responsibilities made her nervous. She felt that the wording used in the overhead made it sound like responsibilities would be assigned.

Supervisor Dix pointed out that Product 1 is extremely dependent on Product 2.

Chairman Lee commented that the project had not progressed far enough to warrant a discussion on who would pay for what. He suggested moving on to the next agenda item.

Wolsfeld then introduced a chart depicting the study participants and the flow of information through the course of the study. He stated that the consultant team would produce technical analysis that would be reviewed by the TAC, then the public, then the PAC.

Mayor Mason suggested that PAC members be briefed before information went public so that they could be prepared to answer any questions or concerns from constituents. Bevon agreed that PAC members be informed before going public with any new information.

#### **ITEM 4: OVERVIEW OF PLANNING PROCESS**

Wolsfeld explained that an ideal alternative should do three things:

improve mobility

1. have a low impact on the environment

2. provide value for the money spent.

He went on to add that an alternative can rarely provide all three of the above -- trade-offs are definitely needed. The trade-off process will happen at each of the three screenings.

The survivors of the initial screen will be reviewed and a new set of alternatives will be developed (mix-n-match). This new set of alternatives would then go through the second screen. Survivors from the second screen would be used to develop another new set of

alternatives that would be put through a third, final and very detailed screen.

Mayor Mason stated that he agreed with where PAC input had been depicted in the charts. However, he wanted to know who would decide upon the Goals & Objectives (G&Os) and what criteria would be used to evaluate alternatives. Wolsfeld stated that everyone in the study process has the ability to assist in the development of the G&Os. Wolsfeld felt strongly that evaluation criteria be defined prior to defining any alternatives.

Mayor Mason replied that some type of consensus on G&Os must be met at a policy level before it was opened up to the world to comment upon. He was concerned with "wishlisting" by the public that would not relate to the project's G&Os. Chairman Lee agreed that Mason's observation was a legitimate one, but pointed out that the PAC had come in a bit late, and that it's next meeting was set to tackle the issue of alternatives. Wolsfeld suggested that it might be appropriate to cover G&Os, problem statements and the alternatives at the next PAC meeting. He also reminded PAC members that TAC members had reviewed the G&Os, problem statements and were currently reviewing the alternatives.

Chairman Lee wrapped up the discussion by stating that all PAC members should receive information on G&Os, Problem Statement and Alternatives before the next schedule meeting:

Wolsfeld then explained that the identified I-66 transportation problems had been broken down into three categories:

Transportation Service and Mobility

1. Adjacency and Area-wide Environmental Impacts
2. Transportation Investment

Wolsfeld reviewed the nine problem statements.

Supervisor Hanley wanted a more clear definition of what was meant by the "Management and Coordination of Movement of Goods in the Corridor." Wolsfeld explained that this referred to mainly truck traffic, but also rail freight.

Wolsfeld then reviewed the six G&Os which were also broken down into three categories:

Transportation Service and Mobility

1. Adjacency and Area-wide Environmental Impacts
2. Transportation Investment

Regarding G&Os, Supervisor Bozman stating that NOVA could never "accommodate existing and future demands" without doing something different. Roadway improvements can only take you so far. Wolsfeld assured Supervisor Bozman that "accommodating existing and future mobility demands" did not mean building enough roads to handle all SOV traffic.

Supervisor Seefeldt suggested adding the word "corridor" after I-66 on all charts and information so that text supported the idea of a study area rather than a single facility. Wolsfeld agreed.

Councilman Snyder wanted to know in what context the word "environmental" was being used in the G&Os. Wolsfeld replied that they were using a broad definition of environmental.

Wolsfeld reminded the group that these G&Os would be on the agenda for their next meeting.

#### ITEM 5: ALTERNATIVES

Wolsfeld reviewed the eleven "alternative families" to be evaluated. He added that the November public workshops had produced five more potential alternatives that the TAC would review at its December 21st meeting.

Supervisor Bozman commented that it would be important to define light rail because people have varying definitions of what it is and what it costs.

Wolsfeld stated that in NOVA so much time and effort had gone into the CLRP that most people viewed it as the minimum 25 year need. For the I-66 MIS the CLRP will generally serve as the Base Case, however, 2 CLRP projects will not be included in the Base Case:

HOV on the NOVA Beltway.

1. HOV between US 29 (Gainesville) and US 15 (Haymarket)

(I-66 HOV from Manassas to Gainesville will be included in the base Case)

Wolsfeld also stated that if an I-66 MIS alternative impacted a CLRP project, then both would be analyzed and compared to one another.

Supervisor Dix wanted to know why the two exceptions to the CLRP being Base Case existed. Bevon replied that HOV on the NOVA Beltway was not committed. Supervisor Dix stated that he thought I-495 HOV lanes from 395 to the Dulles Toll Road were a given. He also pointed out that I-495 HOV from 395 to the Toll Road would affect travel demand on I-66 and should therefore be included in the Base Case.

Bob Kuhns (City of Fairfax) stated that the use of the CLRP was a greatly debated issue within the TAC. It was his understanding that TAC members had agreed that the Base Case would be the CLRP (no exceptions) and that No Build would consist of the TIP and Existing. He went on to explain that a MIS which picks and chooses projects for its Base Case creates a real difficulty when wanting to relate it to other MISs.

Chairman Lee asked the Commonwealth what the history of CLRPs in MISs. Bevon replied that there was no consistency in way CLRPs were handled in past MISs. This was a definite problem. As an example, Bevon pointed out that the Woodrow Wilson Bridge MIS assumed HOV around the entire Beltway as part of its Base Case.

Supervisor Hanley commented that not studying I-495 HOV from I-66 up to Tysons would be seriously undermining the continuity of the HOV effort.

Chairman Lee suggested that the "Definition of the Base Case" overhead and discussion be revisited at the next PAC meeting.

Supervisor Dix wanted to know if the PAC had any kind of adoptive capacity? Chairman Lee replied that the group was in an advisory position. Bevon added that it was not a question of



taking a vote -- rather, the Commonwealth was seeking their advice and would not ignore it.

Supervisor Seefeldt suggested removing the word "generally" from the first statement under the definition of the Base Case:

"The constrained long range plan (CLRP) will ~~generally~~ serve as the Base Case."

She also wanted to see I-66 HOV lanes between US 15 and US 29 remain as part of the Base Case.

Wolsfeld acknowledged Supervisor Seefeldt's requests and moved on to the last item on the agenda.

#### ITEM 6: NEXT PAC MEETING

Wolsfeld stated that the project team would be taking the results of Screen 1 to the TAC in January and to public workshops in February. The goal was to have the PAC review the Universe of Alternatives before prior to TAC and citizen review. Ideally, January 11 would be the next PAC meeting. G&Os, problem statements and alternatives would be on the agenda.

There were no objections from the floor regarding a January 11, 1995 PAC meeting. It was agreed that the meeting take place at 5pm.

Supervisor Dix wanted to know more about the relationship between the NOVA Regional Plan and the I-66 MIS. Specifically, he was interested in land use issues, and wanted to know if the project team would be looking at alternative land uses. Bevon replied that he thought that the process developed on the Dulles Corridor Study to deal with land use issues worked very well and hoped the team would use a similar type process in the I-66 MIS. Bevon briefly explained that local jurisdictions in the Dulles Study were asked to make recommendations regarding land use changes after they reviewed a list of transportation alternatives. Locals were asked how land use might be changed to better serve the alternatives.

Supervisor Hanley was concerned that the I-66 MIS was assuming that land use changes would take place. Supervisor Bozman followed up on Hanley's concern by stating that it would be a local jurisdiction's choice to review their current land uses based on the transportation alternatives presented by the I-66 MIS. Chairman Lee suggested that it might be appropriate at a future date to create a subcommittee on land use.

Councilman Snyder asked if safety would be a criteria in reviewing alternatives. Wolsfeld replied that safety would be a factor.

*Meeting was adjourned at 7:20pm.*

## TECHNICAL ADVISORY COMMITTEE

### MEETING AGENDAS AND MINUTES

December 1, 1998  
October 15, 1998  
September 24, 1998  
August 25, 1998  
June 25, 1998  
June 2, 1998  
June 1, 1998  
April 30, 1998  
April 27, 1998  
April 16, 1998  
April 2, 1998  
February 27, 1998  
January 20, 1998  
December 18, 1997  
November 24, 1997  
November 5, 1997  
September 29, 1997  
August 21, 1997  
June 26, 1997  
May 29, 1997  
March 20, 1997  
February 20, 1997  
December 5, 1996  
November 21, 1996  
October 3, 1996  
September 19, 1996  
September 5, 1996  
August 15, 1996  
June 5, 1996  
May 2, 1996  
February 15, 1996  
January 26, 1996  
January 18, 1996  
January 11, 1996  
December 21, 1995  
November 16, 1995  
October 19, 1995  
October 11, 1995  
September 21, 1995  
August 10, 1995



## I-66 CORRIDOR MIS

### TECHNICAL ADVISORY COMMITTEE

Location: Room 120C, Fairfax County Government Center  
(1<sup>st</sup> floor by Cafeteria)

December 1, 1998, 9:00 AM

### AGENDA

- |       |  |
|-------|--|
| 9:00  | 1. Approval of minutes of October 15 TAC Meeting<br>(Attachment #1, October 15, 1998 Meeting Minutes)  |
| 9:05  | 2. Schedule to bring project to closure<br>(Attachment#2, Schedule To Bring Project To Closure)  |
| 9:10  | 3. Review Results of Public Meetings<br>(Attachment #3, Preliminary Reports on Public Meetings,<br>additional information will be provided at the meeting) |
| 9:25  | 4. Review of Draft Final MIS Summary Report<br>(Attachment #4, Draft Final MIS Summary Report)   |
| 11:40 | 5. Other   |
| 11:45 | 6. Adjourn   |

**NOTE:** To assure completion of the TAC review of the draft MIS Final Summary Report, a meeting room has been reserved for December 2, 1998 between 9:00 AM and 2:00 PM.



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**December 1, 1998**  
**Fairfax County Government Center – Room 120-C**

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Attending:

Kathleen Benton, WMATA  
Tom Fahrney, Prince William County - DPW  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TPB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Gary Kuykendall, VA-DRPT  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Tracey Pilkerton, Travesky & Associates  
Stephen Read, VDOT – NOVA  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax

The I-66 Major Investment Study Technical Advisory Committee met on December 1, 1998, at 9:00 a.m. in Room 120-C of the Fairfax County Government Center. The meeting was chaired by Gary Kuykendall, DRPT, and began at 9:15 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Approval of Minutes of October 15, 1998 TAC Meeting (Agenda Attachment #1):** The Committee approved the minutes of October 15, 1998, without amendment.

**AGENDA ITEM 2 – Schedule to Bring Project to Closure (Agenda Attachment #2):** Rick Nau, BRW, presented the schedule to bring the I-66 project to closure. The project is scheduled to conclude on January 28, 1999. The Draft Final MIS Summary Report will be mailed to the Policy Advisory Committee later this week for the December 10, 1998 meeting. The Study Team will accept comments on the final report through December 14, 1998.

**Committee Comments:** The Committee asked the Study Team to be available to make presentations and answer questions when the Councils and Boards of Supervisors hold their public meetings on the results of the I-66 findings. The Study Team will be available upon request. The City of Fairfax has a Council Work Session scheduled for January 5, 1999 at 7:00 p.m. and asked that the Study Team be present. WMATA's Board is scheduled to meet on January 28, 1999. Kathleen Benton agreed to be available at this meeting and will bring a copy of the Board's resolution to the January Policy Advisory Committee meeting.

The Committee suggested minor revisions to the schedule to bring the project to closure. The **Comment Deadline** date was changed to read 12-14-98 and the **Final Report Distributed** date was changed to read 12-21-98.

The Committee also discussed the phrasing for forwarding the final report to the Secretary of Transportation. The Committee agreed to use the phrase, "accepting a report with these recommendations."

**AGENDA ITEM 3 – Review Results of Public Meetings (Agenda Attachment #3):** Marie Travesky, Travesky & Associates, Ltd., briefed the Committee on the results of the November public meetings. Overall, the citizens were pleased with the information presented and liked the meeting format. Both Supervisor Connelly and Chairman Hanley's aide commented on the presentation format and said that it was better than the Beltway Study. The residents of Oakton and Vienna expressed concerns with right-of-way impacts; however, they did not appear to be angry and they seemed to have a good understanding of the issues. Most of the comments regarding phrasing suggested that the Study be fast-tracked. Travesky mentioned that Mayor Robinson and Mayor Mason did an excellent job in getting the word out about the meetings to their constituents.

**Committee Comments:** Several of the Committee members who were present at the public meetings complimented the Study Team on the presentation.

**AGENDA ITEM 4 – Review of Draft Final MIS Summary Report (Agenda Attachment #4):** Kuykendall explained to the Committee that there will be a final edit on the report to ensure the Study Team has made all factual corrections and that the report flows well. The study could be a topic at the General Assembly as it recommends that the Study move forward into the environmental planning phase.

**Committee Comments:** The Committee discussed the report and suggested several minor revisions. The Committee asked that the Study Team use footnotes when updating figures in the final report.

**AGENDA ITEM 5 – Other:** No other items were presented for discussion.

**AGENDA ITEM 6 – Adjourn:** Gary Kuykendall adjourned the meeting at 11:20 a.m.



(REVISED 10-14-98)

## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE**

Location: Fairfax County Herry Building, Rooms 106 & 107  
12055 Government Center Parkway

October 15, 1998, 9:00 AM

### **AGENDA**

- |       |    |  |
|-------|----|--|
| 9:00  | 1. | Approval of minutes of September 24 TAC Meeting<br>(Attachment #1, September 24, 1998 Meeting Minutes)   |
| 9:05  | 2. | Future Meeting Schedule<br>(Attachment A, Schedule of Future Meetings)   |
| 9:10  | 3. | Review of Key Attributes<br>(Attachment #2, Draft Summary of Key Attributes)   |
| 9:25  | 4. | Comparison of Barrier Separated HOV Facility Impacts on North<br>Side or South Side<br>(Attachment #3, Comparison of Potential Right of Way Impacts) |
| 9:45  | 5. | Results of Dulles Rail Model Comparative Analysis<br>(Attachment #4, Dulles Rail Model Comparative Analysis)   |
| 10:00 | 6. | Key Findings and Recommendations<br>(Attachment #5, Key Findings and Recommendations)  |
| 11:00 | 7. | Review of Public Meeting Materials<br>(To be distributed at meeting)   |
| 11:20 | 8. | Review of Draft Agenda for 10-22-98 Policy Advisory Committee<br>Meeting   |
| 11:30 | 9. | Adjourn  |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**October 15, 1998**  
**Fairfax County Herrity Building – Rooms 106 and 107**

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Attending:

Tamara Ashby, NVTC  
Kathleen Benton, WMATA  
Chris Detmer, VDOT-Richmond  
Angela Fogle, Fairfax County Transportation  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Randy Hodgson, Fauquier County Transportation  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA - Baltimore  
Marie Travesky, Travesky & Associates  
Heather Wallenstrom, NVTC  
Dick Wolsfeld, BRW



The I-66 Major Investment Study Technical Advisory Committee met on October 15, 1998, at 9:00 a.m. in Rooms 106 and 107 of the Herrity Building. The meeting was chaired by Gary Kuykendall, DRPT, and began at 9:10 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Approval of Minutes of September 24, 1998 TAC Meeting (Agenda Attachment #1):** The Committee approved the minutes of September 24, 1998, without amendment.

**AGENDA ITEM 2 – Future Meeting Schedule (Agenda Attachment A):** Kuykendall presented a schedule of upcoming meetings. The Study Team extended an offer to brief the members of the Policy Advisory Committee and Attachment A includes the briefings that are scheduled to date. The Study Team will be available to brief any other Policy Advisory Committee member who responds to the offer.

**Committee Comments:** The Committee asked if there would be another meeting of the Technical Advisory Committee between December and the end of the Study. Kuykendall suggested the Committee wait until the end of today's agenda to determine how many meetings are needed.

**AGENDA ITEM 3 – Review of Key Attributes (Agenda Attachment #2):** A revised copy of Agenda Attachment #2, *SUMMARY OF ATTRIBUTES/MEASURES OF EFFECTIVENESS*, was distributed to the Committee. Nau briefed the Committee on changes to the summary table, which included the north side and south side impacts, terminology regarding the local comprehensive plan, and neighborhood impacts. Kuykendall informed the Committee that any further changes made to the table would be highlighted.

**Committee Comments:** The Committee asked which methodology the Study Team used for the evaluation criteria *Environmental Justice*, on page 5 of Agenda Attachment #2. The Study Team used the Census Block Group and compared it to the overall area. The use of Census Block Group is an acceptable methodology for an MIS. It was noted that no significant impact was found under the *Environmental Justice* criteria.

**AGENDA ITEM 4 – Comparison of Barrier Separated HOV Facility Impacts on North Side or South Side (Agenda Attachment #3):** Nau briefed the Committee on the impacts of the barrier separated HOV facility on the north side and south side of I-66. The Study Team is coordinating its findings with the preliminary designs for the Beltway Interchange Study. The Study Team reviewed the impacts on takings, parkland, properties, and metro stations. Kuykendall suggested the Study Team also look at impacts to school property.

Since Prince William County has the highest impacts on the south side, the Study Team will mention the impact issue with Chairman Seefeldt during her briefing on October 20, 1998.

**Committee Comments:** The Committee discussed the issue of known impacts and the difference between a NEPA and MIS process. The Committee and Study Team agreed the Policy Advisory Committee should be made aware of any impacts to existing development. The Committee also suggested minor revisions to the comparison table.

**AGENDA ITEM 5 – Results of Dulles Rail Model Comparative Analysis (Agenda Attachment #4):** Nau presented the results of the Dulles Rail travel demand comparative analysis and offered to provide copies of the backup table to any one interested in reviewing it.

The Study Team found the Dulles Corridor and the I-66 Corridor travel markets are relatively independent. The presence or absence of a rail service in one corridor has little effect on rail service in the other corridor. The rail ridership forecasts justify the provision of rail service in the Dulles Corridor with or without rail service in the I-66 Corridor. Similarly, rail ridership forecasts justify the provision of rail service in the I-66 Corridor with or without rail service in the Dulles Corridor.

**Committee Comments:** The Committee discussed the travel demand comparative analysis results in detail and suggested stating that rail to Centreville is competitive nationally with other new start criteria. The Committee suggested minor revisions to Agenda Attachment #4, *Results of Dulles Rail Travel Demand Comparative Analysis*.

**AGENDA ITEM 6 – Key Findings and Recommendations (Agenda Attachment #5):** Nau briefed the Committee on the changes to Agenda Attachment #5, *KEY FINDINGS AND RECOMMENDATIONS*. Nau distributed a copy of the table, *Comparison of Potential Right-of-Way Impacts* for Screen 3. Kuykendall asked the Committee to review the table later and provide their comments to a member of the Study Team.

**Committee Comments:** The Committee discussed the document, *KEY FINDINGS AND RECOMMENDATIONS* in detail and suggested minor revisions. The Study Team agreed to include a statement under **Implications** conveying this concept: "while travel demand is growing, it is not shifting in proportion." The Study Team will also perform a similar comparison analysis for bus service as performed for Metro.

The Committee also discussed the issue of right-of-way preservation and the staging and implementation phasing plan.

**AGENDA ITEM 7 – Review of Public Meeting Materials (Handout):** Kuykendall asked the Committee to review the public meeting materials and provide comments to Marie Travesky by the end of the day. The Study Team would like to include their key findings and recommendations in the upcoming public meetings for their comments.

**Committee Comments:** The Committee discussed the NEPA process as it pertains to public input, possible phasing strategies, and additional right-of-way impacts. The Committee suggested some minor changes to the page entitled, *Recommended Investment Strategy* found in the draft *Public Meeting Materials* handout. The Technical Advisory Committee reached a general consensus on the need for a staging plan.

**AGENDA ITEM 8 – Review of Draft Agenda for 10-22-98 PAC Meeting:** Nau provided a general overview of the Policy Advisory Committee agenda packet for the October 22, 1998 meeting.

**Committee Comments:** A question was raised as to when the next Technical Advisory Committee would be scheduled. Kuykendall informed the Committee that one would be scheduled before the December 10<sup>th</sup> Policy Advisory Committee meeting and that all TAC members would be informed of the selected date and asked to respond only if the date is unacceptable, in which case alternative dates will be proposed.

**AGENDA ITEM 9 - Adjourn:** Gary Kuykendall adjourned the meeting at 12:15 p.m.



## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE**

Fairfax County Herry Building, Room 122 -12055 Government Center Parkway

September 24, 1998, 9:00 AM

### **AGENDA**

- |       |    |   |
|-------|----|---|
| 9:00  | 1. | Approval of minutes of August 25, 1998 TAC Meeting<br>(Attachment #1, August 25, 1998 Meeting Minutes)  |
| 9:05  | 2. | Discussion of Proposed Public Involvement Program<br>(Attachment #2, Memorandum to Technical Advisory Committee)  |
| 9:20  | 3. | Discussion of Screen 3 Measures of Effectiveness<br>(Attachment #3, Summary of Key Attributes)<br>Note-page 5 (Goal #6-Provide a Cost-Effective Investment<br>Strategy for the I-66 Corridor) will be completed and faxed to you<br>prior to the meeting. |
| 10:00 | 4. | Discussion of Key Findings of the I-66 Corridor MIS<br>(Attachment #4, Key Findings will be faxed to you prior to the<br>meeting.)  |
| 10:45 | 5. | Next Meeting – October 15, 1998, 9:00 AM<br>(This meeting will focus on recommendations for a preferred<br>investment strategy that are based on the study findings.)   |
| 10:50 | 6. | Update on Coordination with Capital Beltway Study – NEPA<br>Phase   |
| 10:55 | 7. | Next PAC Meeting – October 22, 1998, 4:00 PM  |
| 11:00 | 8. | Adjourn   |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**September 24, 1998**  
**Fairfax County Herrity Building – Room 122**

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Attending:

Jeff Bruggemen, KPMG  
Tom Fahrney, Prince William County, DPW  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOC/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Gary Kuykendall, VA-DRPT  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Stephen Read, VDOT/NOVA  
Richard Stevens, WMATA  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax

The I-66 Major Investment Study Technical Advisory Committee met on September 24, 1998, at 9:00 a.m. in Room 122 of the Herrity Building. The meeting was chaired by Gary Kuykendall, DRPT, and began at 9:10 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Approval of Minutes of August 25, 1998 TAC Meeting (Agenda Attachment #1):** The Committee approved the minutes of August 25, 1998 without amendment. Kuykendall mentioned that the Study Team is looking at all issues raised by the Committee under Agenda Item 4.

**AGENDA ITEM 2 – Discussion of Proposed Public Involvement Program (Agenda Attachment #2):** Marie Travesky provided an overview of Attachment #2, *I-66 Corridor MIS Study – Project Completion Schedule*. Rick Nau discussed the general format of the public meetings. The Study Team will provide detailed information regarding the format and presentation materials at the October 15, 1998 meeting of the Technical Advisory Committee.

**Committee Comments:** The Committee raised some concerns about not having a Technical Advisory Committee meeting scheduled prior to the results of the Public Information meetings going forward to the Policy Advisory Committee. While the Study Team did not feel it was necessary to schedule a meeting to discuss the findings of the public meetings, Kuykendall agreed to revisit the need for another meeting at the October Technical Advisory Committee meeting.

There was some discussion on the dates and times of the public information meeting. The Study Team will verify the dates with the respective local officials and make any necessary changes. The Committee asked that the Study Team provide announcements to the media. The Study Team agreed to send a press notice to the VDOT Public Affairs Office for placement in the local papers and will also distribute press releases to the various homeowners and civic associations and local governments for placement in their newsletters.

**AGENDA ITEM 3 – Discussion of Screen 3 Measures of Effectiveness (Agenda Attachment #3):** Nau briefed the Committee on Attachment #3, *Screen 3, Draft Summary of Key Attributes*, and provided a revised copy of page 5, *GOAL #6 - PROVIDE A COST-EFFECTIVE INVESTMENT STRATEGY FOR THE I-66 CORRIDOR*. He asked the Committee for some guidance in completing portions of the table relating to land use and neighborhood impacts.

**Committee Comments:** The Committee suggested some minor revisions to the table and suggested using general terminology for *Goal #4 - COORDINATE THE TRANSPORTATION SERVICES TO COMPLEMENT EXISTING AND FUTURE LAND USE*. The Committee also suggested including a note stating the table is a comparison to the Constrained Long Range Plan (CLRP). The Committee asked if the costs under Goal #6 included station site acquisition. The Study Team will verify this information. The Study Team will also make the suggested changes and forward them to the Technical Advisory Committee for their review and comment.

The Committee asked when they would receive information regarding the potential changes in the strategies if rail is built in the Dulles Corridor. Kuykendall said the Study Team is currently working on the sensitivity test and would be happy to set up another travel demand subgroup meeting. The Committee requested that instead of holding a subgroup meeting, the information be sent to them for review and they could discuss the findings at the meeting on October 15<sup>th</sup>.

**AGENDA ITEM 4 – Discussion of Key Findings of the I-66 Corridor MIS (Handout):** Rick Nau distributed copies of the draft report entitled, *I-66 CORRIDOR MIS KEY FINDINGS*, dated 9-23-98. The draft is an attempt to report out the key findings for the entire study. Kuykendall provided a brief overview of the draft report structure and findings.

**Committee Comments:** The Committee discussed the report structure and suggested some minor changes. The Committee also discussed the purpose and goals of an MIS and some concerns with recommending a preferred strategy. Concerns focused on needs of various jurisdictions and their land use plans, the CLRP, and the cost of implementing a locally preferred strategy.

Kuykendall asked the Committee to review the draft report in detail and provide additional comments to the Study Team by October 5<sup>th</sup>. Noting no objections regarding the overall report structure, it will remain the same.

**AGENDA ITEM 5 – Next Meeting – October 15, 1998, 9:00 AM:** The focus of the October 15<sup>th</sup> meeting will be on the presentation material for the upcoming public information meetings, the Dulles Rail model, selection of a recommended locally preferred strategy, and the need for a follow-up Technical Advisory Committee meeting prior to the December 10, 1998 Policy Advisory Committee meeting.

**Committee Comments:** No comments.

**AGENDA ITEM 6 – Update on Coordination with Capital Beltway Study – NEPA Phase:** Kuykendall briefed the Committee on the Capital Beltway Study. He mentioned the ramp interchange will handle the I-66 traffic but the main line alternative at I-495 and I-66 into Tysons does not appear to be able to handle the I-66 traffic. There are right-of-way impacts at the interchange where the ramp ends and the I-66 Study begins. In evaluating the findings of the I-66 Study, there appears to be less impact on the south side. The Study Team will remain in contact with the Capital Beltway NEPA study.

**Committee Comments:** The Committee asked whether the NEPA Study precludes the Major Investment Study findings. According to Kuykendall's understanding of the NEPA process, the MIS findings are not precluded in a NEPA Study.

**AGENDA ITEM 7 – Next PAC Meeting – October 22, 1998, 4:00 PM:** Kuykendall mentioned that Chairman Lee resigned from his position on the Commonwealth Transportation Board. Secretary of Transportation Shirley Ybarra requested Mayor Mason serve as Chairman for conclusion of the I-66 Corridor MIS Policy Advisory Committee.

**AGENDA ITEM 8 – Adjourn:** Gary Kuykendall adjourned the meeting at 11:45 a.m.

# **I-66 CORRIDOR MIS**

## **TECHNICAL ADVISORY COMMITTEE**

August 25, 1998, 1:00 PM & August 26, 1998, 9:00 AM (if necessary)

Location: Fairfax County Government Center, Conference Room 7

**NOTE: A preliminary meeting to discuss details of the travel demand forecasting is scheduled for August 25, 1998, 10:00 AM on the 10<sup>th</sup> Floor of the Herrity Building in the Transportation Conference Room.**

### **AGENDA**

- 1:00      **1. Approval of Minutes of June 25, 1998 TAC meeting**  
(Attachment #1)
- 1:05      **2. Schedule of Upcoming Project Meetings**  
08-26-98; 9:00 AM – TAC (if necessary)  
09-02-98; 10:00 AM – PAC Briefing: Chairman Hanley, Supervisor Frey  
09-02-98; 4:30 PM – PAC Briefing: Mayor Mason  
09-03-98; 1:30 PM – PAC Briefing: Chairman Seefeldt, Supervisor Wilbourn  
09-10-98; 5:30 PM – PAC Meeting – NVCC Annandale  
09-24-98; 9:00 AM – TAC meeting (tentative)  
10-15-98; 9:00 AM – TAC meeting (tentative)  
10-29-98; 6:30 PM Dinner, 7:00 PM Meeting – PAC Meeting – NVCC Annandale
- 1:20      **3. Recommended Screen 3 Evaluation Criteria**
  - Updated results for Screen 2B Evaluation Factors
  - Additional Screen 3 Evaluation Factors (Attachment #2)
    - Environmental Justice
    - Neighborhood Impacts
    - Historic/Archaeological Resources
    - Hazardous Materials
    - Safety/Accidents
    - Comparative I-66 Travel Times to Capital Beltway (to be distributed at meeting)
- 1:35      **4. Refinement of Screen 3 Strategies since June 25, 1998 TAC Meeting**  
(Attachment #3)
  - a. Highway Elements
  - b. HOV Elements
  - c. Bus Elements
  - d. Metrorail Station Area Plans/Capital Cost Estimate

4a. Highway Element Refinements
  - I-66/I-495 Interchange
  - I-66/Route 29 (Gainesville Interchange)
  - Other I-66 Study Area Interchanges
  - I-66 Mainline cross-sections
  - Other study area highway elements (i.e., Stone-Braddock Connector)

- 4b. HOV Elements
  - Concurrent Flow HOV lane access points [baseline (3-A) and low capital costs (3-B) strategies]
  - Barrier-separated HOV lanes access points
- 4c. Bus Network Elements
  - CLRP/Baseline Bus Network (Applies to Strategy 3-A)
  - Low Capital Cost Strategy Bus Network (Applies to Strategies 3-B, 3-E, and 3-F)
  - Metrorail Station Feeder Bus Network (Applies to Strategies 3-C and 3-D)
  - Supporting Park-and-Ride/Transit Centers (*Illustrative examples for Tysons Corner and Monroe Street transit centers provided by Fairfax County Office of Transportation – to be distributed at meeting*)
- 4d. Metrorail Station Area Concept Plans/Cost Estimates
  - Vienna/Fairfax/GMU (enhanced bus/HOV access)
  - Route 123/Chain Bridge Road
  - Fair Lakes/Fair Oaks/Government Center
  - Stringfellow Road
  - Centreville Area
    - Trinity Center Site
    - Fairfax County Comprehensive Plan Site
  - Capital Cost Estimate of Vienna-Centreville Extension

- |      |  |
|------|--|
| 3:15 | <b>5. Status of Screen 3 Evaluation of Alternative Strategies</b><br>(To be distributed at meeting) <ul style="list-style-type: none"><li>• Travel Demand Modeling</li><li>• Conceptual Engineering Design/Capital Costing</li><li>• Cost-Effectiveness Comparisons</li><li>• Environmental Impact Assessments</li></ul> |
| 3:45 | <b>6. Preliminary Agenda for September 10, 1998 PAC Meeting</b><br>(Attachment #4)   |
| 3:55 | <b>7. Next Meeting</b>   |
| 4:00 | <b>8. Adjourn</b>  |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**August 25, 1998**

**Fairfax County Government Center - Conference Room 7**

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**Attending:**

Kathleen Benton, WMATA  
Jeff Bruggeman, KPMG  
Chris Detmer, VDOT TPD - Richmond  
Tom Fahrney, Prince William County, DPW  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TPB  
Lewis Grimm, BRW  
Michael Hackett, MWAA  
James Hamre, Arlington County  
Corey Hill, VA-DRPT  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Denise Nugent, Travesky & Associates  
Valerie Pardo, VDOT/NOVA  
Steve Rapley, FHWA  
Stephen Read, VDOT/NOVA  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates

The I-66 Major Investment Study Technical Advisory Committee met on August 25, 1998, at 1:00 p.m. in Conference Room 7 of the Fairfax County Government Center. The meeting was chaired by Gary Kuykendall, DRPT, and began at 1:09 p.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Approval of Minutes from June 25, 1998 TAC meeting (Agenda Attachment #1).** The Committee approved the minutes of June 25, 1998 without amendment.

**AGENDA ITEM 2 – Schedule of Upcoming Project Meetings:** Gary Kuykendall discussed the schedule of upcoming project meetings. The Project Management Team is questioning whether the Policy Advisory Committee briefings are needed. It is uncertain who will chair the Policy Advisory Committee since the former chairman is no longer on the Commonwealth Transportation Board.

**Committee Comments:** None.

**AGENDA ITEM 3 – Recommended Screen 3 Evaluation Criteria (Agenda Attachment #2):** Rick Nau discussed Agenda Attachment #2, *CHANGES TO MEASURES OF EFFECTIVENESS*. The graphic on page 3, *Overview of I-66 Corridor MIS Evaluation Process*, documents the changes made to the evaluation process and measures of effectiveness (MOE's) during the course of study. Additional MOE's (noted on the bottom of the graphic) will be evaluated for Screen 3.

Nau noted the table on *Comparative I-66 Travel Times to the Capital Beltway* will be revised and distributed at a future Technical Advisory Committee meeting. It will include a more simplified measure of travel time and show travel times to the Beltway from primary interchanges along I-66 for LOV, SOV, walk to transit trips, and drive to transit trips.

**Committee Comments:** The Committee discussed the intent of environmental justice as a measure of effectiveness.

**AGENDA ITEM 4 – Refinement of Screen 3 Strategies since June 25, 1998 TAC Meeting (Agenda Attachment #3):** Corey Hill summarized work conducted by the Technical Advisory Committee on specific issues since the June 25, 1998 meeting. Detailed work was completed on the Bus Network Elements (Agenda Item 4c) by a subgroup meeting on July 1. Some of the work on the Metrorail Station Area Concept Plans (Agenda Item 4d) was performed by separate meetings with WMATA and Fairfax County.

Nau referred the Committee to Attachment #3, *Screen 3 Strategy Definition*, dated August 19, 1998. Some revisions will be made to this document. The graphic, *AM Peak Period Lane Configuration on I-66*, will be expanded to Route 15 and show two additional cutlines.

Nau discussed HOV Elements and assumptions made regarding HOV access, I-66, and the Beltway.

Lewis Grimm reviewed Bus Network Elements for Screen 3 and distributed a handout, *Bus Rapid Transit Route Descriptions*. There will be small changes made to the table, *Screen 3 Summary of Peak Hour Bus Requirements*. Grimm distributed three handouts illustrating examples of suburban transit centers.

Nau reviewed a handout that he distributed, *Proposed Metrorail Station Locations*. He noted that if the region's decision of a locally preferred strategy includes reservation of ROW for metrorail or the actual extension of the metrorail system, then further detailed station planning should be

conducted. ROW required for those stations should be determined and reserved as the next phase of the study. Although the detail of the stations will change, assumptions have been made for the purposes of costing and environmental assessments.

Nau provided an overview of station plans for Chain Bridge Road, Fair Oaks Mall, Stringfellow Road, Trinity Center, and Centreville.

Grimm reviewed the capital cost estimate of a Vienna-Centreville extension.

**Committee Comments:** The Committee suggested minor revisions to the graphic, *Barrier Separated HOV Lane Ingress/Egress Ramp Locations For Screen 3 Analysis*. Access will be added to/from east of the Fairfax County Parkway, between West Ox and the Interchange, Land Bay A.

The Committee also suggested some revisions to the station plan handouts. The Committee made tentative decisions for modeling the Chain Bridge Station: no parking is a reasonable assumption, pedestrian access to the south, and no direct access to I-66. They also agreed the Fair Oaks Mall metrorail station plans should eliminate the surface parking on the SE Quadrant, show all the parking on the SW Quadrant, show the structured parking, and consider showing "proposed development" on the SE Quadrant. The Committee suggested issues be captured in a list of key issues for each metrorail station site.

The Committee agreed that alternative sites considered be shown on the Potential Metrorail Station Location map. This may include three end of line options: Centreville, Trinity Center, and one further west of Centreville. Also, direct access eastbound from I-66 is an issue that will be looked at, especially for the station located at Fair Oaks. The Committee commented that the graphics for the station plans were very helpful.

**AGENDA ITEM 5 – Status of Screen 3 Evaluation of Alternative Strategies:** Kuykendall indicated the travel demand forecast was covered at the morning subcommittee meeting. The Committee will see the revised handouts after corrections are made. The remaining items under Agenda Item #5 are ongoing activities.

**Committee Comments:** None.

**AGENDA ITEM 6 – Preliminary Agenda for September 10, 1998 PAC Meeting (Agenda Attachment #4):** Kuykendall reviewed the Preliminary Agenda for the upcoming Policy Advisory Committee meeting. Changes will be made to Agenda Item #8 regarding the final meeting of the Policy Advisory Committee. A draft handout, *Potential Elements of the Locally Preferred Transportation Investment Strategy* was distributed to the Committee.

Kuykendall stated that there would be another meeting in September regarding the travel demand forecasting. Marie Travesky was asked to provide a public involvement plan for the completion of the study for the next Technical Advisory Committee meeting. Additionally, the study team will develop a schedule for the Committee showing specific dates and products that require discussion. This will lead to the Committee's presentation of the technical findings of the study.

**Committee Comments:** The Committee discussed the scheduling and purpose of the upcoming briefings and meetings of the Policy Advisory Committee. The Committee also discussed the public involvement process leading to a final decision being made by the Policy Advisory Committee. The Committee recommended modifying specific steps in the review process and the project timeline to allow for adequate time for jurisdictional review.

**AGENDA ITEM 7 – Next Meeting:** The next Technical Advisory Committee meeting is scheduled for September 24, 1998 at 9:00 a.m. in room 122 of the Herrity Building.

**Committee Comments:** None.

**AGENDA ITEM 8 – Adjourn:** Gary Kuykendall adjourned the meeting at 4:07 p.m. and reminded the Committee there would not be a meeting tomorrow.

# **I-66 CORRIDOR MIS**

## **TECHNICAL ADVISORY COMMITTEE**

June 25, 1998, 9:00 AM

Location: Herrity Building Room 122

### **AGENDA**

- |       |    |   |
|-------|----|---|
| 9:00  | 1. | <b>Approval of Minutes of June 1 and June 2, 1998 TAC meetings</b><br>Meeting minutes to be distributed at meeting  |
| 9:05  | 2. | <b>Report on June 11, 1998 Policy Advisory Committee Meeting</b><br>Attachment #1: June 11 PAC Meeting Update<br>Attachment #2: Screen 3 Strategies Approved by PAC for Further Study |
| 9:25  | 3. | <b>Status Report on I-66 Interchanges</b> <ul style="list-style-type: none"><li>- Route 29 Interchange in Gainesville</li><li>- I-495 interchange</li></ul>                           |
| 9:40  | 4. | <b>Low Capital Cost Strategy (Strategy 3-B) Definition</b> <ul style="list-style-type: none"><li>- VRE</li><li>- Metrorail</li><li>- Bus</li></ul>                                    |
| 10:00 | 5. | <b>Configuration of I-66 for Screen 3 Strategies</b><br>Attachment #3: I-66 Lane Configuration<br>Attachment #4: Screen 3 Strategy Descriptions                                       |
| 10:20 | 6. | <b>HOV Access Interchange Locations</b>   |
| 10:35 | 7. | <b>Review of Draft Outline of Final Study Report</b><br>Attachment #5: Draft Outline of Final Study Report  |
| 10:55 | 8. | <b>Next Meeting:</b> <b>August 25, 1998 1:00 to 4:00 PM</b><br><b>August 26, 1998 9:00 to Noon (If needed)</b>  |
| 11:00 | 9. | <b>Adjourn</b>  |

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES  
June 25, 1998  
VDOT NOVA District Office – Terrace Level Conference Room**

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**Attending:**

Matt Benka, VRE  
Kathleen Benton, WMATA  
Jeff Bruggeman, KPMG  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Grady Ketron, VDOT-TPD, Richmond  
Eric Marx, PRTC  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA  
Stephen Read, VDOT/NOVA  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates

The I-66 Major Investment Study Technical Advisory Committee met on June 25, 1998, at 1:30 p.m. in the VDOT.NOVA Terrace Level Conference Room. The meeting was chaired by Corey Hill, DRPT, and began at 1:40 p.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Approval of Minutes June 1 and June 2, 1998 TAC meetings (Handouts):**

Copies of the June 1 and June 2, 1998 Technical Advisory Committee meeting minutes were distributed to the Committee. Hill asked the Committee to review the minutes and advise him of any changes.

**Committee Comments:** None.

**AGENDA ITEM 2 – Report on June 11, 1998 Policy Advisory Committee Meeting (Agenda Attachments #1 and #2):** Hill referred the Committee to the June 11, 1998 Policy Advisory Committee Meeting Update. He mentioned that the Committee approved six of the nine strategies recommended for further study in Screen 3. The Committee also voted to remove the Route 29 and Route 50 improvements and the concurrent flow HOV.

Hill indicated that the Enhanced Baseline is now the Low Capital Cost Strategy, which includes the best performing routes of the Super Bus strategy, the VRE enhancements, and the Metrorail enhancements. This strategy also includes the elements of the Screen 2 Enhanced Baseline.

**Committee Comments:** A Committee member commented that the presentation boards were well formatted and easy to read and understand.

**AGENDA ITEM 3 – Status Report on I-66 Interchanges - Route 29 Interchange in Gainesville and I-495 Interchange (Handouts):** Stephen Read, NOVA-VDOT, distributed handouts and briefed the Committee on the status of the I-66 Improvement Project from west of Route 234 Business to immediately west of Route 29 in Gainesville. A preferred Alternative for the I-66 widening and the Route 29 and Linton Hall Road interchanges has been presented to Prince William County and FHWA District for concurrence.

FHWA is also conducting an operational analysis of the ramp configurations at the I-495 and I-66 interchange. The existing volume will be modeled east of I-66 to the inner loop at Route 7. Copies of the draft graphics depicting the existing ramp design and three proposed combinations were distributed to the Committee. Most of the work at the interchange will focus on bringing the roadway up to geometric standards. Read hopes to have additional information by mid-summer.

Nau informed the Committee that the Study Team has researched all the information proposed for the Beltway interchange, however, there is little information available. The I-66 MIS is not structured to handle the Beltway interchange. While the Policy Advisory Committee has linked the I-66 Study to the interchange improvement, there will not be an answer available to the question of what will happen if only the Beltway improvements are made. Nau recommended the Committee not deviate from the CLRP and use the assumption that under this Study we are only providing for the I-66 HOV to I-495 HOV connection.

**Committee Comments:** The Committee expressed concern with the I-66 traffic exiting to the left lane on I-495 and then weaving to the right to exit eastbound on Route 7. The Committee discussed the various problems associated with the current interchange and the proposed ramp configurations.

**AGENDA ITEM 4 – Low Capital Cost Strategy (Strategy 3-B) Definition (Handouts):** Lewis Grimm distributed a handout on the Low Capital Cost Strategy with suggested VRE, Metrorail, and bus components for Screen 3 analysis. Grimm briefed the Committee on the proposed "skip-stop"

or "express" service that would be superimposed on the regular VRE operations and the "gap trains" that are not reflected in the CLRP headway assumptions for the Vienna - Orange Line or the Franconia/Springfield - Blue Line operations.

The Study Team will coordinate a meeting date with interested Committee members to review the Screen 2 bus routes. The Study Team is seeking recommendations for those bus routes that should be retained in the Screen 3 modeling network, identification of gaps in bus service, and possible recommendation to fill these gaps.

**Committee Comments:** The Committee discussed the Low Capital Cost Strategy and supported minor revisions to Attachment 3 B-2, *Suggested Metrorail Components of Screen 3*. The Committee also supported the assumption that Strategy 3 A Baseline includes existing conditions.

**AGENDA ITEM 5 - Configuration of I-66 for Screen 3 Strategies (Agenda Attachments #3 and #4):** Nau briefed the Committee on the various I-66 lane configurations for each of the Strategies during the AM and PM peak periods. He referred the Committee to the displays and Agenda Attachment #3, *I-66 Lane Configuration*.

**Committee Comments:** The Committee suggested the Study Team use the words "preserve/acquire" in Agenda Attachment #3, instead of "preserve ROW" since the acquisition of right-of-way would take place over a period of time.

**AGENDA ITEM 6 - HOV Access Interchange Locations (Handouts):** Nau distributed a copy of the handout, *Barrier Separated HOV Lane Ingress/Egress Ramp Locations Used in Screen 2 Analysis*. He asked the Committee to review the handout and comment on the appropriateness of the access points.

**Committee Comments:** The Committee discussed the issues associated with the various access points in detail. Based upon the discussions, the Study Team will eliminate Access to/from West at Fairfax/Vienna-GMU Metrorail Station for those strategies with a Metrorail extension and will add the Route 123-access to/from the north. The Study Team will also look into modifications for the last access point at Route 29.

**AGENDA ITEM 7 - Review of Draft Outline of Final Study Report (Agenda Attachment #5):** Grimm referred the Committee to Agenda Attachment #5, *Draft Outline for Project Final Report*. He asked that the Committee review and provide comments on the structure and content of the outline by July 2, 1998 close of business.

**Committee Comments:** The Committee discussed the issue of the Beltway interchange and agreed that it should be included in the report under "Issues/Studies."

**AGENDA ITEM 8 - Next Meeting:** The next meeting of the Technical Advisory Committee is scheduled for August 25, 1998 at 1:00 p.m. in Conference Room 7 of the Fairfax County Government Center. A second meeting is tentatively scheduled for August 26, 1998, if needed, and will be held in the same location beginning at 9:00 a.m.

**Committee Comments:** None.

**AGENDA ITEM 9 - Adjourn:** Corey Hill adjourned the meeting at 4:45 p.m.



# **I-66 CORRIDOR MIS**

## **TECHNICAL ADVISORY COMMITTEE**

June 1, 1998, 1:00 PM

Location: Fairfax County Government Center, Conference Room #7

### **AGENDA**

- |      |   |
|------|---|
| 1:00 | 1. <b>Introductions</b>   |
| 1:05 | 2. <b>Approval of Minutes of April 27 and April 30 TAC meetings</b><br>Attachment #1: April 27, 1998 Meeting Minutes<br>Attachment #2: April 30, 1998 Meeting Minutes         |
| 1:10 | 3. <b>Report on May 14, 1998 Policy Advisory Committee Meeting</b><br>Attachment #3: May 14 PAC Meeting Presentation Slides   |
| 1:25 | 4. <b>Recommended Disposition of Screen 2B Strategies</b><br>Attachment #4: Screen 2B Strategy Recommendations  |
| 1:45 | 5. <b>Comparison of Concurrent Flow and Barrier Separated, Reversible HOV Lanes – Recommendation for Screen 3 strategy definition</b><br>Attachment #5: HOV Comparison Tables |
| 2:05 | 6. <b>Route 29/Route 50 Improvement Options – Recommendation for Screen 3-strategy definition</b><br>Materials to be provided at meeting                                      |
| 2:20 | 7. <b>Screen 2B Super Bus route evaluation and recommendation for Screen 3 Strategy definition</b><br>Attachment #6: Screen 2B Bus Route Evaluation                           |
| 2:35 | 8. <b>Summary of Screen 3 Strategy Recommendations</b>  |
| 2:45 | 9. <b>Travel Patterns at and through the I-66/I-495 Interchange</b><br>Materials to be provided at meeting  |
| 3:00 | 10. <b>Adjourn</b>  |

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**June 2, 1998**  
**Fairfax County Herrity Building – 10<sup>th</sup> Floor Conference Room**

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**Attending:**

Matt Benka, VRE  
Kathleen Benton, WMATA  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Gary Kuykendall, VA-DRPT  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Dave Sinclair, Prince William County  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Technical Advisory Committee met on June 2, 1998, at 1:00 p.m. in the 10<sup>th</sup> Floor Conference Room of the Herrity Building. Gary Kuykendall, DRPT, chaired the meeting. This meeting was carried over from the June 1, 1998, Technical Advisory Committee meeting and the remaining agenda items were addressed as follows:

**AGENDA ITEM 1 –Introductions:** Gary Kuykendall began the meeting at 1:15 p.m.

Kuykendall explained that the objective of the meeting is to determine the Technical Advisory Committee's recommendations to the Policy Advisory Committee and the basis for those recommendations.

The following are issues to be presented and discussed by the Policy Advisory Committee:

- Minimal difference between HOV and rail demand.
- Concurrent flow at HOV3 is consistent with the CLRP assumption and sufficient to meet the need for 2020.
- Forecasts show 2020 HOV lanes will be fully utilized. Concurrent lanes would no longer function.

**AGENDA ITEM 4 – Recommended Disposition of Screen 2B Strategies (Agenda Attachment #4):** The Committee continued its discussion of Agenda Attachment #4, *DISPOSITION OF SCREEN 2B STRATEGIES AND RECOMMENDATIONS FOR SCREEN 3.*

**Committee Comments:** The Committee agreed to the following recommendations:

- Do not carry forward Strategy #9 – General Purpose Lanes + 1 LRT + Metrorail to Centreville as a unique strategy in Screen 3. North-South LRT does not significantly serve East-West travel demand. LRT should be studied further as part of a Route 28 Corridor Study.
- Do not carry forward Strategy #11 – I-66 Express/Local. Severe ROW impacts.
- Do not carry forward Strategy #12 – Super Bus - as a unique strategy into Screen 3. Diminishing ridership response to service improvements indicate that not all routes warrant further study. However, the Committee recommends selecting and evaluating the best performing routes and evaluating them with HOV facilities to assess time-saved by bus travel.
- Do not carry forward Strategy #13 – Highway Plan - as a unique strategy into Screen 3. It does not improve I-66 performance as a stand-alone strategy. Most improvements have a North-South focus. Elements of the Highway Plan are part of the local City and Counties Comprehensive Plans.
- Incorporate the best performing bus routes from Screen 2 Enhanced Base and Super Bus into Screen 3 Enhanced Baseline.
- Do not carry forward Strategy #15 – Virginia Railway Express - as a unique strategy into Screen 3. Ridership forecast does not warrant further study.
- Routes 29 and 50 should be taken out as an element of the General Purpose Lanes and addressed separately.

The Committee also agreed that the following issues would need to be addressed after the June 11, 1998 Policy Advisory Committee meeting:

- Expanded Metrorail parking which was not included in the Enhanced Baseline
- Metrorail frequencies
- What is in the Constrained Long Range Plan using the most recent plan.
- What is in the Enhanced Baseline

**AGENDA ITEM 6 – Route 29/Route 50 Improvement Options – Recommendation for Screen 3 – Strategy Definition (Handouts):** The Committee continued its discussion on the Route 29 and Route 50 improvements. The Study Team agreed to highlight in yellow all grade separation interchanges and road improvements recommended by the I-66 MIS Study Team that are beyond those recommended by other local and regional plans.

**Committee Comments:** The Committee agreed that it is a Policy decision whether to include interchanges and road improvements to Routes 29 and 50 beyond those recommended by other local and regional plans. The Committee agreed that Routes 29 and 50 should be eliminated as an element of the General Purpose Lane and analyzed as a discrete strategy.

**AGENDA ITEM 8 – Summary of Screen 3 Strategy Recommendations (Handout):** Dick Wolsfeld and Rick Nau presented a "Build-Up Approach" for Screen 3 Strategies and provided information on I-66 Users. The Build-Up Approach includes the Policy Advisory Committee's assumptions that Metrorail exists to Centreville and right-of-way is preserved from Centreville to Gainesville. The Study Team then added HOV (one approach including concurrent and the other including barrier-separated), and then General Purpose Lanes.

**Committee Comments:** The Committee discussed the Build-Up Approach for Screen 3 Strategies in detail, and reached consensus on the following Screen 3 Strategy Recommendations:

- 3-1 Screen 3 Enhanced Baseline.
- 3-2 Metrorail to Centreville with ROW to Gainesville.
- 3-3 Metrorail to Centreville and Barrier Separated, Reversible HOV (formerly Strategy #5).
- 3-4 Metrorail to Centreville and Barrier Separated, Reversible HOV and General Purpose Lanes (formerly Strategy #8 w/o improvements to Routes 29/50).
- 3-5 Metrorail to Centreville and Barrier Separated, Reversible HOV and General Purpose Lanes (formerly Strategy #8 with improvements to Routes 29/50).
- 3-6 Metrorail to Centreville, an additional General Purpose Lane on I-66 between Route 50 and I-495 with existing Concurrent Flow HOV Lanes with a Buffer Separation and Full Shoulder.
- 3-7 Barrier Separated, Reversible HOV with the best performing Bus Routes from the Super Bus Strategy w/o Metrorail Extension to Centreville or ROW Preservation to Gainesville.
- 3-8 Barrier Separated, Reversible HOV lanes and additional General Purpose Lane on I-66 between Route 50 and I-495 (formerly Strategy #1 w/o improvements to Routes 29 and 50).

**AGENDA ITEM 9 – Travel Patterns at and through the I-66/I-495 Interchange (Handouts):** The Study Team presented the 2020 Work Trips from I-66 Corridor to Virginia Destinations Inside the Beltway and a map depicting the Transportation Area Zone served by Metrorail.

**Committee Comments:** The representative from WMATA pointed out that the zones served by Metrorail are overestimated. Some zones are not within walking distance to the Metrorail. Approximately one-third of the jobs are not accessible by rail.

The Study Team agreed to highlight by separating those areas on the color pie chart that are served by Metrorail.

**AGENDA ITEM 10 – Adjourn:** Gary Kuykendall adjourned the meeting at 4:20 p.m.

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**June 1, 1998**

**Fairfax County Government Center – Conference Room 7**

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**Attending:**

Kathleen Benton, WMATA  
Tom Blaser, Prince William County, DPW  
Jeff Bruggeman, KPMG  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Randy Hodgson, Fauquier County  
Grady Ketron, VDOT-TPD, Richmond  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC/Omni-Ride  
Bob Moore, Fairfax County Transportation  
Cheryl Motty, Arlington County  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Jeff Reinbold, NPS  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Technical Advisory Committee met on June 1, 1998, at 1:00 p.m. in Conference Room 7 of the Fairfax County Government Center. Gary Kuykendall, DRPT, chaired the meeting. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Introductions:** Gary Kuykendall began the meeting at 1:10 p.m.

**AGENDA ITEM 2 – Approval of Minutes of April 27 and April 30 TAC Meetings (Agenda Attachments #1 and #2):** The Committee approved the minutes of April 27 and April 30, 1998 without amendment.

**AGENDA ITEM 3 – Report on May 14, 1998 Policy Advisory Committee Meeting (Agenda Attachment #3):** Gary Kuykendall briefed the Committee on the May 14, 1998, Policy Advisory Committee meeting. The Policy Advisory Committee agreed to meet on June 11, 1998. According to Chairman Lee, the Committee members are ready to make decisions.

Members of the Policy Advisory Committee asked the Study Team to isolate the impacts to Routes 29 and 50 from the other elements so the Committee could make a decision. The Study Team was asked to provide information on the effects of the Capital Beltway improvements at I-66 and I-495, and also to conduct a pair-wise comparison of the various elements.

**Committee Comments:** None.

**AGENDA ITEM 4 – Recommended Disposition of Screen 2B Strategies (Agenda Attachment #4):** The Committee discussed Agenda Attachment #4, *DISPOSITION OF SCREEN 2B STRATEGIES AND RECOMMENDATIONS FOR SCREEN 3*. The Committee also discussed the Policy Advisory Committee's request for direct comparison between what exists today and what is in the Constrained Long Range Plan.

**Committee Comments:** The Committee suggested minor revisions to Agenda Attachment #4. The Committee recommending emphasizing that strategy elements of the I-66 MIS Corridor Study should focus on East-West trips versus North-South. Those strategy elements not having a primary focus on the East-West travel should not be studied in Screen 3.

**AGENDA ITEM 5 – Comparison of Concurrent Flow and Barrier Separated, Reversible HOV Lanes – Recommendation for Screen 3 Strategy Definition (Agenda Attachment #5):** The Committee discussed Agenda Attachment #5, *COMPARISON OF CONCURRENT FLOW AND BARRIER SEPARATED HOV LANES*. The Committee specifically focused on the issues surrounding the use of HOV-2 and HOV-3, shoulder widths, and the differences between concurrent flow and barrier separated, reversible HOV lanes.

**Committee Comments:** The Committee suggested minor revisions to Agenda Attachment #5.

The Committee discussed presenting the following key findings to the Policy Advisory Committee:

- HOV and rail demand are elastic;
- Concurrent flow at HOV3 is consistent with the CLRP assumption and is sufficient to meet the need for 2020; and
- The forecasted 2020 demand will fully utilize the HOV lanes.

The Committee suggested that the Policy Advisory Committee be informed that the model does not include HOV violators.

**AGENDA ITEM 6 – Route 29/Route 50 Improvement Options – Recommendation for Screen 3 – Strategy Definition (Handouts):** Rick Nau presented the lane configurations for Routes 29 and 50. The figures included existing conditions, additional conditions in the TIP, CLRP, and County/City Comprehensive Plans. The Study Team will add the elements of the I-66 MIS Strategy in yellow.

**Committee Comments:** The Prince William County representative stated that Prince William County is concerned with finding a solution to I-66 and not focusing on Routes 29 and 50. The Committee suggested presenting the configurations as an information item only or meeting with the Policy Advisory Committee members separately.

**AGENDA ITEM 7 – Screen 2B Super Bus Route Evaluation and Recommendation for Screen 3 Strategy Definition (Agenda Attachment #6 and Handout):** Lewis Grimm presented Agenda Attachment #6, *Recommend Disposition of Screen 2B Bus System Routes*, and a handout entitled, *SUMMARY OF PEAK HOUR BUS REQUIREMENTS*, to the Committee. He noted that the summary table on pages four through six of Attachment #6 includes bus routes, peak hour summary, and recommendations for additional routes, modification to headway, and whether to study the route further in Screen 3.

**Committee Comments:** The Committee discussed some of the assumptions used in the bus route evaluation. The Committee will review the information and will forward their comments to the Study Team.

**AGENDA ITEM 8 – Summary of Screen 3 Strategy Recommendations (Handout):** The Study Team presented the handout, *FRAMEWORK FOR FORMULATING SCREEN 3 MULTI-MODAL STRATEGIES*.

**Committee Comments:** The Committee reviewed and discussed the handout in detail. The Committee agreed to meet June 2, 1998, at 1:00 p.m. in the 10<sup>th</sup> Floor Conference Room of the Herry Building to continue discussing this item.

**AGENDA ITEM 9 – Travel Patterns at and through the I-66/I-495 Interchange (Handouts):** This item was not discussed but will be carried over to the meeting on June 2, 1998.

**AGENDA ITEM 10 – Adjourn:** Gary Kuykendall adjourned the meeting at 4:20 p.m.

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**April 30, 1998**  
**Fairfax County Community Development Center (Herrity Building)**  
**Room 106**

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**Attending:**

Matt Benka, VRE  
Kathleen Benton, WMATA  
Tom Blaser, Prince William County, DPW  
Jeff Bruggeman, KPMG  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Grady Ketron, VDOT-TPD, Richmond  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC/Omni-Ride  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Parry Nicoson, Arlington County, DPW  
Shiva K. Pant, Fairfax County Transportation  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA Region 3  
Jennifer Straub, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax



The I-66 Major Investment Study Technical Advisory Committee met on April 30, 1998, in Room 106 of the Fairfax County Community Development Center (Herrity Building). The meeting was chaired by Gary Kuykendall, DRPT, and began at 9:10 a.m. There was no formal meeting agenda. The meeting focused on the Summary Evaluation Tables for Screen 2B Analysis and Preliminary Screen 3 Strategy Recommendations as follows:

**ITEM 1 – Screen 2B Evaluation Tables 1, 1A, 1B-1, 1B-2, 1C, 1D-1, 1D-2, 1E, 1F-1 and 1F-2 (Handouts):** A packet of the revised *Screen 2B Summary Evaluation Tables* was distributed to the Committee. Rick Nau presented the changes to the tables based on discussions from the April 27, 1998, Technical Advisory Committee meeting.

**Committee Comments:** The Committee discussed the *Screen 2B Summary Evaluation Tables* as presented and suggested minor revisions. The Committee stressed the importance of the tables standing alone. The Committee also approved the Study Team's explanation of Table 1-E that will be used in upcoming briefings to members of the Policy Advisory Committee.

**ITEM 2 – Preliminary Screen 3 Strategy Recommendation (Handouts):** Copies of the, "*General Description of Recommended Screen 3 Multi-Modal Transportation Strategies*," were distributed to Committee members. Nau presented the Study Team's rationale for the strategies recommended for further evaluation in Screen 3.

**Committee Comments:** The Committee discussed the preliminary Screen 3 Strategy recommendations and associated costs, in detail. The Committee also discussed the elements of the Highway Plan and reasons for not identifying it as the local jurisdictions' Comprehensive Plan.

The Technical Advisory Committee generally agreed with the Study Team's recommendations but had reservations about Light Rail Transit and felt it was a policy decision for the Policy Advisory Committee.

**ITEM 3 – ADJOURN:** Gary Kuykendall adjourned the meeting at 12:15 p.m.

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**April 27, 1998**

**Fairfax County Government Center  
Conference Room 8**

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**Attending:**

Kathleen Benton, WMATA  
Peter Bonaccorsi, Dewberry & Davis  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
James Hamre, Arlington County, DPW  
Corey Hill, VA-DRPT  
Grady Ketron, VDOT-TPD, Richmond  
Eric Marx, PRTC/Omni-Ride  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA Region 3  
Dave Sinclair, Prince William County  
Marie Travesky, Travesky & Associates

The I-66 Major Investment Study Technical Advisory Committee met on April 27, 1998, in Conference Room 8 of the Fairfax County Government Center. The meeting was chaired by Corey Hill, DRPT, and began at 1:15 p.m. The meeting focused on the Summary Evaluation Tables for Screen 2B Analysis as follows:

**ITEM 1 – Screen 2B Evaluation Tables 1A, 1B-1, 1B-2, 1C, 1D-1, 1D-2, 1E and 1F**

**(Handouts):** A revised packet of the *Screen 2B Summary Evaluation Tables* was distributed to the Committee, with the exception of *Table 1E, Comparison of Potential Right-of-Way Impacts on I-66*, which can be found in the original packet.

Rick Nau presented the revised tables, which incorporated the changes recommended by the Technical Advisory Committee at the April 16, 1998, meeting. He explained some of the changes made to the rating methodology. Nau also presented the ratings proposed by FHWA, WMATA, and the Study Team for *Table 1D-1, Ridership / Vehicular Forecasts*.

*Table 1E*, included in the meeting packet, does not reflect the one million-dollar reduction under *Other ROW Costs* and *Total Estimated ROW Costs* for Strategies #9 and #13.

Hill asked the Committee to review the new tables distributed at today's meeting and consider the "Overall Rating" for discussion on Thursday, April 30, 1998.

**Committee Comments:** The Committee discussed the *Screen 2B Summary Evaluation Tables* as presented and suggested minor revisions. The Committee proposed that the Study Team present *Summary Table 1, Comparison of Alternatives* to the Policy Advisory Committee and include the Evaluation Tables as background information.

The Committee raised the issue of arterial roads and how an element that affects one road may or may not affect another. The Study Team agreed the issue would become more evident as the Study becomes more specific. Nau proposed this issue be reviewed in Screen 3.

**ITEM 2 – ADJOURN:** Corey Hill adjourned the meeting at 3:40 p.m.



**I-66**  
CORRIDOR

**Major  
Investment  
Study**



## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE MEETING**

April 16, 1998, 9:00 AM  
Fairfax County Government Center  
12000 Government Center Parkway  
Conference Rooms 9 and 10

### **AGENDA**

- |       |    |  |
|-------|----|--|
| 9:00  | 1. | Screen 2B Evaluation Tables as revised at 4-2-98 TAC meeting<br>Attachment #1: Draft Screen 2B Evaluation Tables   |
| 9:15  | 2. | Screen 2B Unit Cost Data as revised at 4-2-98 TAC meeting<br>Attachment #2: Recommended Unit Cost Data for Use in<br>Screen 2B                                 |
| 9:30  | 3. | Evaluation of Screen 2B Strategies Against Vehicular and<br>Patronage Forecasts Measures of Effectiveness<br>Attachment #3: To be distributed prior to meeting |
| 10:15 | 4. | Evaluation of Screen 2B Strategies Against Environmental<br>Measures of Effectiveness<br>To be handed out at meeting   |
| 11:00 | 5. | Evaluation of Screen 2B Strategies Against Annual Capital Cost<br>Measures of Effectiveness<br>Attachment #4: To be distributed prior to meeting               |
| 11:45 | 6. | Evaluation of Screen 2B Strategies Against Right-of-Way<br>Measures of Effectiveness<br>To be handed out at meeting  |
| 12:15 | 7. | Preview of April 30, 1998, TAC meeting   |
| 12:20 | 8. | Other  |
| 12:30 | 9. | Adjourn  |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**April 16, 1998**

**Fairfax County Government Center  
Conference Rooms 9 & 10**

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**Attending:**

Matt Benka, VRE  
Kathleen Benton, WMATA  
Peter Bonaccorsi, Dewberry & Davis  
Jeff Bruggeman, KPMG  
Chris Detmer, VDOT TPD - Richmond  
Tom Fahrney, Prince William County, DPW  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA Region 3  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Technical Advisory Committee met on April 16, 1998, in Conference Rooms 9 & 10 of the Fairfax County Government Center. The meeting was chaired by Corey Hill, DRPT, and began at 9:15 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 – Screen 2B Evaluation Tables as revised at 4-2-98 TAC meeting (Agenda Attachment #1):** Dick Wolsfeld presented the revised *Draft Screen 2B Evaluation Tables* and asked the Committee for their comments. He explained that the allocation of right-of-way for Table 1B-1 and 1B-2 were based on the percent increment that each additional element required. Rick Nau stated that the *Total Transit Ridership* column in Table 1D will be the sum of "bus," "total rail," and "commuter rail." Wolsfeld also mentioned that the method of right-of-way allocation for Table 1E was based on parcels and assessed value and for Table 1F it was based on cost per capacity.

**Committee Comments:** The Committee suggested minor revisions to Tables 1D, 1E, and 1F.

**AGENDA ITEM 2 – Screen 2B Unit Cost Data as revised at 4-2-98 TAC meeting (Agenda Attachment #2):** Hill referred the Committee to Agenda Attachment #2, which was revised to reflect the Committee's comments at the April 2, 1998 meeting. Other revisions included an independent estimate provided by VRE/NVTC of the capital and operating costs associated with the proposed use of self-propelled, Diesel Multiple Units (DMUs) for extension of VRE services to Gainesville. The assumption for the cost of additional stations was also modified to reflect one station at Wellington Road at Route 29.

**Committee Comments:** The Committee discussed the Study Team's use of a factor of 50% of the estimated base construction cost as the value of right-of-way cost. The Study Team will forward a copy of a project-by-project listing to Fairfax and Prince William Counties for their review and comment. WMATA is currently reviewing the metro cost and will forward their comments to the Study Team.

**AGENDA ITEM 3 – Evaluation of Screen 2B Strategies Against Vehicular and Patronage Forecasts Measures of Effectiveness (Agenda Attachments #3):** Nau presented a proposed methodology for deriving the "Overall Rating" for Table 1D, *Ridership/Vehicular Forecasts*. He explained that a similar methodology will be used to derive the "Overall Rating" for the other tables.

**Committee Comments:** The Committee suggested minor revisions to the methodology and to Table 1D. The Study Team is to provide a revised copy of Tables 1B-1, 1B-2, 1D and 1E to the Committee incorporating their suggestions. The Committee agreed to review these tables and provide their suggested ranking to the Study Team by the close of business on April 24, for discussion on April 27, 1998.

**AGENDA ITEM 4 – Evaluation of Screen 2B Strategies Against Environmental Measures of Effectiveness (Handout):** The information on environmental measures of effectiveness was not available for this meeting. It will be provided to the Committee upon completion.

**Committee Comments:** None.

**AGENDA ITEM 5 – Evaluation of Screen 2B Strategies Against Annual Capital Cost Measures of Effectiveness (Agenda Attachment #4):** Tables 1B-1, *Total Capital Cost (\$1000s of 1998 \$)* and 1B-2, *Annual Capital Costs (1,000s of 1998 \$)* were presented to the Committee for discussion.

**Committee Comments:** The Committee raised several questions about the Constrained Long Range Plan (CLRP) as it relates to some of the assumptions reflected in the Tables. The Study Team will investigate and report their findings to the Committee. The Committee also suggested minor revisions to Tables 1B-1 and 1B-2.

**AGENDA ITEM 6 – Evaluation of Screen 2B Strategies Against Right-of-Way Measures of Effectiveness (Handouts):** A copy of Table 1E, *Comparison of Potential Right-of-Way Impacts* was distributed to the Committee. Peter Bonaccorsi also distributed a draft version of Table 1E pertaining to Fairfax County and Prince William County. The information presented was based on an average per acre and not on the assessed value. Valerie Pardo will consult with VDOT to see if there is a range the Study Team could use to find an adjustment factor for the assessed value to develop an appropriate right-of-way figure.

**Committee Comments:** The Committee suggested minor revisions to Table 1E.

**AGENDA ITEM 7 – Preview of April 30, 1998, TAC meeting:** The next Technical Advisory Committee meeting is scheduled for April 27, 1998 at 1:00 p.m. in Conference Room 8 of the Fairfax County Government Center. The Study Team will provide two packets of information to the Committee for the meeting on the 27<sup>th</sup>. The first packet will be sent in advance and will include revised Tables 1B-1, 1B-2, 1D, and 1E. A second packet will be distributed to the Committee on April 27, for their review and discussion at the meeting on April 30.

**AGENDA ITEM 8 - Other:** Marie Travesky informed the Committee that the citizens' workshop will be held on May 12 instead of April 29, 1998. A list of potential participants was assembled based on information provided by each of the affected jurisdictions. Invitations will be mailed after the list is reviewed and approved by the Project Management Team.

**AGENDA ITEM 9 – ADJOURN:** Corey Hill adjourned the meeting at 12:10 p.m.



## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE MEETING**

April 2, 1998, 1:00 PM  
VDOT NOVA District Offices  
Terrace Conference Room

#### **AGENDA**

- 1:00      1. Review and approval of minutes of 2-27-98 TAC meeting  
            Attachment #1: 2-27-98 Draft TAC Meeting Summary
- 1:05      2. Review of results and conclusions from 3-12-98 Policy Advisory  
            Committee meeting  
            Attachment #2: I-66 Corridor MIS Update Dated 3-18-98
- 1:10      3. Overview of Screen 2B Evaluation Methodology  
            Attachment #3: Draft Screen 2B Evaluation Tables
- 1:45      4. Screen 2B Unit Costs  
            Attachment #4: Recommended Unit Costs for Screen 2B Cost  
            Estimation
- 2:05      5. Right-of-Way Analysis Update  
            Typical Sections graphics will be available at the meeting
- 2:30      6. I-66 and the Capital Beltway  
            Attachment #5: I-66 and the Capital Beltway  
            (Same as Attachment #4 from 3-12 PAC meeting; graphic updated to  
            reflect changes requested by VDOT)
- 2:45      7. Other
- 3:00      8. Adjourn





**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**April 2, 1998**  
**Fairfax County Community Development Center (Herrity Building)**  
**Conference Room 1004**

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**Attending:**

Bill Allen, Consultant  
Matt Benka, VRE  
Kathleen Benton, WMATA  
Peter Bonaccorsi, Dewberry & Davis  
Jeff Bruggeman, KPMG  
Chris Detmer, VDOT TPD - Richmond  
Tom Fahrney, Prince William County, DPW  
Angela Fogle, Fairfax County Transportation  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, BRW  
Corey Hill, VA-DRPT  
Kathy Ichter, Fairfax County Transportation  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County Transportation  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Dave Sinclair, Prince William County, DPW  
Jennifer Sloan, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Technical Advisory Committee met on April 2, 1998, in Conference Room 1004 of the Fairfax County Community Development Center (Herrity Building). The meeting was chaired by Gary Kuykendall and began at 1:00 p.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Review and Approval of minutes from 2-27-98 Technical Advisory Committee Meeting (Agenda Attachment #1)**

**Committee Comments:** The Committee approved the minutes from the February 27, 1998, Technical Advisory Committee meeting.

**AGENDA ITEM 2 - Review of Results and Conclusions from 3-12-98 Policy Advisory Committee Meeting (Agenda Attachment #2):** Kuykendall referred the Committee to the *I-66 Corridor MIS Update* for a review of the results and conclusions of the March 12, 1998, Policy Advisory Committee meeting. Angela Fogle mentioned that VDOT went on record stating its opposition to the designation of Route 29 on I-66, and that the Policy Advisory Committee made a motion to continue to study the VRE strategy into Screen 2B.

**Committee Comments:** The Committee asked for clarification on the process for conclusion on the I-66 MIS since the Route 29 Corridor Development Study concluded with the acceptance of a report by the Policy Advisory Committee. Kuykendall explained the Route 29 Corridor Development Study was a broad conceptual study that took place early in the development process. I-66 is a Major Investment Study, which takes place later in the development process. In an MIS, the Policy Advisory Committee is charged with making a recommendation on a locally preferred strategy to the Secretary of the Commonwealth Transportation Board.

**AGENDA ITEM 3 - Overview of Screen 2B Evaluation Methodology (Agenda Attachments #3):** Kuykendall provided an overview of the upcoming work schedule in preparing for the May 14, 1998 Policy Advisory Committee meeting. Due to the aggressive schedule, the Study Team will be available to meet with Committee members during the week prior to the April 30, 1998, Technical Advisory Committee meeting. The goal is to conclude Screen 2B and come up with a recommendation for the final screening on April 30th.

The following briefings on the results of Screen 2B have been scheduled for May:

May 4, 1998	1:00 p.m.	Chairman Seefeldt and Supervisor Wilbourn
May 5, 1998	TBA a.m.	Supervisor Dix
May 5, 1998	4:00 p.m.	Mayor Mason
May 6, 1998	1:30 p.m.	Chairman Hanley and Supervisor Frey

Dick Wolsfeld referred the Committee to Agenda Attachment #3, *Draft Screen 2B Evaluation Tables*. He provided an overview of the evaluation methodology and asked the Committee for its concurrence on the details. Wolsfeld also mentioned that the Study Team has set up meetings with Prince William County and Fairfax County to discuss Light Rail placements.

**Committee Comments:** The Committee discussed the evaluation tables in detail and suggested some minor refinements to the *Draft Screen 2B Evaluation Tables*.

**AGENDA ITEM 4 - Screen 2B Unit Costs (Agenda Attachment #4):** Lewis Grimm provided a briefing on the Recommended Unit Cost Data for Use in Screen 2B.

**Committee Comments:** WMATA requested a meeting with Grimm to discuss the Metro costs. The Committee suggested stating the assumptions include utility, drainage, movement costs,

and right-of-way on major projects. The Committee suggested other minor refinements to Agenda Attachment #4.

**AGENDA ITEM 5 – Right-of-Way Analysis Update (Handouts):** Peter Bonaccorsi distributed copies of the typical sections for Strategies #1, #5, #8, #9 and #11 and an analysis of Right-of-Way Impacts in Fairfax County. The analysis completed to date includes the impacts up to the Fairfax County line. The Study Team will have completed the impact analysis within Prince William County by the next Technical Advisory Committee meeting. Bonaccorsi agreed to note areas zoned residential and non-residential. He will also present the information on assessed values at the next Committee meeting.

**Committee Comments:** None.

**AGENDA ITEM 6 – I-66 and the Capital Beltway (Agenda Attachment #5):** Wolsfeld distributed a revised copy of Agenda Attachment #5. This information was presented to the Policy Advisory Committee on March 12, 1998. They requested this be brought back to the Technical Advisory Committee for its review. The information presented is based on Round 5.3 data.

**Committee Comments:** The Committee asked that a footnote be included defining the Core.

**AGENDA ITEM 7 - Other:** The next Technical Advisory Committee meeting is scheduled for April 16, 1998 from 9:00 a.m. to 12:00 noon. The meeting will be held in Conference Rooms 9 and 10 of the Fairfax County Government Center.

**AGENDA ITEM 8 - Adjourn:** Gary Kuykendall adjourned the meeting at 3:45 p.m.



## **I-66 CORRIDOR MIS**

Technical Advisory Committee

February 27, 1998, 9:00 AM

Fairfax County Government Center, Rooms 2 and 3

### **AGENDA**

- |         |    |  |
|---------|----|--|
| 9:00 AM | 1. | Review and approval of minutes of 1-20-98 TAC meeting<br>Attachment #1: 1-20-98 Draft TAC Meeting Summary  |
| 9:05    | 2. | Review of results and conclusions from 1-29-98 Policy Advisory<br>Committee meeting<br>Attachment #2: 1-29-98 Draft PAC Meeting Summary  |
| 9:15    | 3. | Review of I-66 typical sections and right-of-way considerations<br>Attachment #3: I-66 Typical Sections<br>Attachment #4: I-66 and the Beltway                                     |
| 9:45    | 4. | Refinement of Screen 2 Strategies<br>- Rail options to Gainesville<br>- Service to Manassas<br>Materials to be distributed at meeting  |
| 10:15   | 5. | Study area trip origins and destinations used in the definition of the Super<br>Bus Strategy<br>Attachment #5: Major Collection and Attraction Areas for the<br>Super Bus Strategy |
| 10:30   | 6. | Review of draft agenda for 3-12-98 PAC Meeting<br>Attachment #6: Working Agenda for 3-12-98 PAC Meeting  |
| 10:45   | 7. | Other  |
| 11:00   | 8. | Adjourn  |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES  
February 27, 1998  
Fairfax County Government Center, Rooms 2 & 3**

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**Attending:**

Kathleen Benton, WMATA  
Tom Blaser, Prince William County, DPW  
Peter Bonaccorsi, Dewberry & Davis  
Jeff Bruggeman, KPMG  
Angela Fogle, Fairfax County  
Ellen Gallagher, OT  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, T.Y. Lin International  
Corey Hill, DRPT  
Grady Ketron, VDOT-TPD/Richmond  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA, Region 3  
Jeff Reinbold, National Park Service  
Jennifer Sloan, NVTC  
Genya Stefanoff, Fauquier County  
Richard Stevens, WMATA  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

The I-66 Major Investment Study Technical Advisory Committee met on February 27, 1998, in Rooms 2 & 3 of the Fairfax County Government Center. The meeting was chaired by Gary Kuykendall and began at 9:00 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Review and Approval of minutes from 1-20-98 Technical Advisory Committee Meeting (Agenda Attachment #1)**

**Committee Comments:** The Committee approved the minutes from the January 20, 1998, Technical Advisory Committee meeting.

**AGENDA ITEM 2 - Review of results and conclusions from 1-29-98 Policy Advisory Committee meeting (Agenda Attachment #2):** Kuykendall referred the Committee to the January 29, 1998, Policy Advisory Committee Meeting Summary. He mentioned that there was some confusion regarding the Policy Advisory Committee's decision and request for additional information under Agenda Item 5 relating to Strategies #3 and #12. The draft summary will be revised to clarify the discussion and a copy of the revisions will be faxed to the Technical Advisory Committee for their review.

**Committee Comments:** None.

**AGENDA ITEM 3 - Review of I-66 typical sections and right-of-way considerations (Agenda Attachments #3 and #4):** A revised copy of Agenda Attachment #3 was distributed to the Committee. Peter Bonaccorsi presented the I-66 typical sections for Strategies #1, #3, #5, #7, #8, #9 and #11, and discussed the right-of-way impacts of each strategy. He identified Strategy 11 as having the most significant right-of-way impact. He also noted that there is a large volume of residential and commercial property located along the right-of-way between I-495 and Route 50.

Agenda Attachment #4 was presented in response to Chairman Hanley and Mayor Mason's questions pertaining to the Beltway Study.

**Committee Comments:** The Committee discussed the various right-of way implications and constructability issues, and the decision of the Beltway Study and the I-66 Study to set the direction of the HOV facility on the northwest side of I-66. The Committee agreed not to discuss the I-66 typical sections or the right-of-way considerations under Agenda Item 8 of the Policy Advisory Committee agenda for the March 12, 1998, meeting. The Committee agreed that rather than providing just the right-of-way implications, it would be best to wait and show all the implications of the Screen 2B Recommendations in one package. The Committee also asked that the Study Team look at the issue of a metrorail right-of-way west of Vienna.

The Committee suggested that the internal I-66 Operations Study being conducted by VDOT be addressed at the Policy Advisory Committee meeting. This is a short-term study focusing on the area between Route 123 and Nutley Street. VDOT is looking into the feasibility of keeping the shoulder lanes open to 7:00 or 8:00 p.m.

**AGENDA ITEM 4 - Refinements of Screen 2 Strategies (Handouts):** Rick Nau referred the Committee to the handout regarding Refinement of Rail Strategies and the chart containing adopted strategies and recommendations from the Study Team, TAC, and PAC. The Study Team has evaluated alternative rail strategies to identify the most promising rail options to carry forward for further analysis in the MIS. The evaluation questions were based on guidance from the Policy Advisory Committee and discussions with representatives from Prince William County.

The Study Team recommended studying the following strategies in Screen 2B:

- Baseline
- Enhanced Baseline
- Strategy #1 - General Purpose Lanes + HOV Reversible Lanes and preserve Metrorail ROW
- Strategy #5 - HOV Reversible Lanes + Metrorail to Centreville
- Strategy #8 - General Purpose Lanes + HOV Reversible Lanes + Metrorail to Centreville
- Strategy #9 - General Purpose Lanes + 1 Light Rail Line + Metrorail to Centreville
- Strategy #11 - I-66 Express/Local and preserve Metrorail ROW
- Strategy #13 - Highway Plan

The Study Team recommended not studying the following strategies in Screen 2B:

- Strategy #3 - General Purpose Lanes + Metrorail to Gainesville
- Strategy #5G - HOV Reversible Lanes + Metrorail to Gainesville
- Strategy #7 - General Purpose Lanes + HOV Reversible Lanes + 3 Light Rail Lines
- Strategy #12 - Super Bus

**Committee Comments:** The Committee suggested minor refinements to the handout on Refinement of Rail Strategies and agreed that each strategy should include a right-of-way envelope for future Metrorail extension from Vienna to Gainesville.

The Committee agreed with the Study Team's recommendation for refinements of Screen 2 Strategies except as follows:

- Recommended Strategy #9 be divided into three elements:
  - 1) Strategy #9 - General Purpose Lanes + 1 Light Rail Line + Metrorail to Centreville
  - 2) Strategy #9 "LRT-50" - General Purpose Lanes + 2 Light Rail Lines; Manassas to Dulles, Dulles to Fair Oaks + Metrorail to Centreville
  - 3) Strategy #9 "LRT-G" - General Purpose Lanes + 2 Light Rail Lines; Gainesville to Dulles, Centreville to Manassas + Metrorail to Centreville
- Recommended studying Strategy #12 Super Bus in Screen 2B

Prince William County's representative went on record as supporting the Route 28 Bypass alternative for the light rail option serving Manassas.

**AGENDA ITEM 5 - Study area trip origins and destinations used in the definition of the Super Bus Strategy (Agenda Attachment #5):** Nau presented Agenda Attachment #5, which is in response to the Policy Advisory Committee's request for a map of the major collection and attraction areas for the Super Bus Strategy.

**Committee Comments:** The Committee suggested minor refinements to the map.

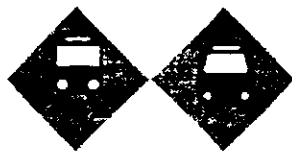
**AGENDA ITEM 6 – Review of draft agenda for 3-12-98 PAC Meeting (Agenda Attachment #6):** Kuykendall presented the draft Agenda for the March 12 Policy Advisory Committee meeting.

**Committee Comments:** The Committee reminded the Study Team that they do not want the Study Team to take anything to the Policy Advisory Committee related to the I-66 typical section or right-of-way considerations under Agenda Item 8.

**AGENDA ITEM 7 - Other:** The next Technical Advisory Committee meeting will be held on March 19<sup>th</sup> at 9:00 a.m. in the NOVA VDOT Terrace Level Conference Room. The Study Team will be available at 4:00 p.m. on March 12, 1998, to answer any questions of the Policy Advisory Committee members. Dinner will be served at 5:00 p.m. and the meeting will begin at 5:30 p.m.

**AGENDA ITEM 8 - Adjourn:** Gary Kuykendall adjourned the meeting at 11:45 a.m.





## **I-66 CORRIDOR MIS**

Technical Advisory Committee

January 20, 1998, 9:00 AM

Room 7, Fairfax County Government Center

12000 Government Center Parkway

### **AGENDA**

- 9:00 AM      1.      Review and approval of minutes of 12-18-97 TAC meeting (Attachment #1)
- 9:05          2.      Preliminary assessment of Route 29 Corridor Development Study 1-8-98  
Public Information Meeting  
*The Route 29 Public Meeting was well attended. Meeting statistics and a  
summary of written comments will be presented at the meeting.*
- 9:15          3.      Strategy for Bringing Project to Close (Attachments #2 and 3)  
*The PAC requested a plan to bring the I-66 MIS to a successful conclusion.  
This document identifies the schedule of events needed to bring the project  
to a conclusion in October 1998. Attachment #3 contains a more detailed  
identification of TAC meetings and actions needed to reach the October 1998  
conclusion.*
- 9:30          4.      Summary of Screen 2A Results and Conclusions (Attachment #4)  
*Based on the results of the Screen 2A travel demand analysis, the Study Team  
has identified multi-modal strategies recommended for analysis in Screen 2B.  
These recommendations are based on the materials and discussions from the  
November 5, November 24 and December 18 TAC meetings. It is essential  
to complete the Screen 2A process at today's meeting such that the PAC can  
act at their meeting on January 29.*
- 11:20        5.      Review of draft agenda for 1-29-98 PAC Meeting (Attachment #5)
- 11:45        6.      Other
- 12:00        7.      Adjourn

**DRAFT**  
**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING SUMMARY**  
**January 20, 1998**  
**Fairfax County Government Center, Room 7**

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**Attending:**

Kathleen Benton, WMATA  
Tom Blaser, Prince William County, DPW  
Jeff Bruggeman, KPMG  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, T.Y. Lin International  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Jeff Reinbold, National Park Service  
Jennifer Sloan, NVTC  
Richard Stevens, WMATA  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax

The I-66 Major Investment Study Technical Advisory Committee met on January 20, 1998, in Room 7 of the Fairfax County Government Center. The meeting was chaired by Gary Kuykendall and began at 9:15 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Review and Approval of minutes from 12-18-97 Technical Advisory Committee Meeting (Agenda Attachment #1)**

**Committee Comments:** The Committee approved the minutes for 12-18-97.

**AGENDA ITEM 2 - Preliminary Assessment of Route 29 Corridor Development Study 1-8-98 Public Information Meeting (Handouts):** Marie Travesky distributed a draft copy of the Summary of Comments from the Route 29 Corridor Development Study Public Information Meeting and a copy of the Public Participation Activities related to the meeting. The draft summary included comments received through January 15, 1998. The report will be updated for the Policy Advisory Committee meeting to reflect comments received through January 18, 1998, the official ending date for submission of comments.

Most frequently made comments were:

- 78 comments indicated the alignment that merits support is the Route 29 designation on I-66
- 51 comments indicated the two Northern Alignments are not acceptable
- 43 comments indicated major concerns are the environmental impacts on the wetlands and on the historic environment
- 29 comments indicated a preference to leave Route 29 as it is

Other comments of interest included: 11 supported the widening of I-66, nine supported increasing travel capacity on I-66, 15 supported the use of "our" tax money to clarify details on the maps, and 15 commented on the study process.

**Committee Comments:** The Committee asked what happens to the public comments and the study if the Policy Advisory Committee accepts the recommendation(s) of the Study Team. The response given indicated that a summary of the comments will be provided to the Policy Advisory Committee at the January 29<sup>th</sup> meeting. The comments will then become part of the public record. It is anticipated that the Policy Advisory Committee will take final action on the report at their March 12<sup>th</sup> meeting. There is no clear direction on what happens after this point.

The Committee agreed that there needs to be some formal process for concluding the Study. This issue will be raised with the Policy Advisory Committee for discussion and direction.

The National Park Service would like to know what the Study Team is proposing to the Policy Advisory Committee, and would like to provide a response back by the meeting on the 29<sup>th</sup>.

**AGENDA ITEM 3 - Strategy for Bringing Project to Close (Agenda Attachments #2 and #3):**

Kuykendall presented these as work in progress. Attachment #2 when complete will answer the PAC request for such a plan. The Study Team's proposed approach centers on a key action item or two for each PAC meeting through October 1998. Attachment #3 anticipates through May the Study Team and TAC work in support of Policy Advisory Committee, and will be updated and extended into the future as the study proceeds.

**Committee Comments:** The Committee suggested minor refinements. As a clarification, Kuykendall mentioned that all Technical Advisory Committee meetings begin at 9:00 a.m. For the Policy Advisory Committee meetings, staff will be available an hour before the meeting to answer any questions, with the dinner at 5:00 p.m. and the meeting at 5:30 p.m.

**AGENDA ITEM 4 - Summary of Screen 2A Results and Conclusions (Agenda Attachment #4):** Kuykendall presented the format and structure for the Screen 2A recommendations report for the PAC. Summary Table 1 is a one-page matrix. Summary Table 2 is a two-column table in four pages listing the strategies, a recommendation, and supporting rationale. The third more detailed document, a 16-page narrative, describes each strategy, presents positives and negatives associated with it, and the Study Team's recommendation for that strategy. He described refinements suggested during discussions with PAC members relating to structure and inclusion of the consumer report matrix and maps. The structure refinements clearly reflect the Study Team's Recommendation, the Technical Advisory Committee's Recommendation, and Policy Advisory Committee's Recommendation. The Study Team then lead a discussion of the substance of the report.

**Committee Comments:** The Technical Advisory Committee agreed with the structure refinements described, and with the suggestion to include the consumer report after Summary Table 2, and a black and white copy of the maps from the most recent newsletter

The Committee agreed to the following recommendations for Screen 2A:

- Drop Strategy #2 - General Purpose Lanes + 3 Light Rail Lines
- Drop Strategy #4 - HOV Reversible Lanes + 3 Light Rail Lines
- Drop Strategy #6 - 1 Light Rail Line + Metrorail to Centreville
- Drop Strategy #10 - HOV Reversible Lanes + 1 Light Rail + Metrorail to Centreville
- Drop Strategy #14 - Generic Rail To Gainesville

Following discussion, many agreed with the suggestion that the TAC thoroughly review Screen 2B before dropping or modifying strategies further.

**AGENDA ITEM 5 - Review of Draft Agenda for 1-29-98 PAC Meeting (Agenda Attachment #5):** Kuykendall presented the draft Agenda for the January 29 Policy Advisory Committee meeting. The draft will be revised to reflect the changes made under Agenda Item 3.

Specifically, staff will be available to answer questions at 4:00 p.m., dinner will be served at 5:00 p.m., and the meeting will begin at 5:30 p.m. Kathleen Benton will present Agenda Item 4 - Technical Advisory Committee and will participate in Agenda Item 5 - Screen 2A Results and Conclusions.

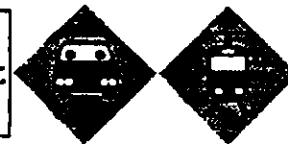
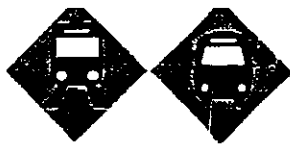
**Committee Comments:** The Committee requested that the Study Team not go through each of the Strategies one by one. Instead they suggested the information be presented as an appendix and labeled "reference only." They preferred giving the Policy Advisory Committee the one page matrix Nau put together.

The Committee commented that none of the strategies specifically mentioned express bus. The Study Team should explain that the modeling assumes express bus if there is an HOV component.

The Committee requested the Study Team consider more modeling at the Beltway to test the impact at the "wall." This would need to be a Policy decision.

**AGENDA ITEM 6 - Other:** None.

**AGENDA ITEM 7 - Adjourn:** Gary Kuykendall adjourned the meeting at 11:10 a.m.



## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE**

December 18, 1997, 9:00 AM

VDOT NOVA District Office, Terrace Level Conference Room

### **AGENDA**

- 9:00 AM 1. Approval of minutes from 11-5-97 Technical Advisory Committee Meeting (Attachment #1)
- 9:05 2. Approval of minutes from 11-24-97 Technical Advisory Committee Meeting (Attachment #2)
- 9:10 3. Questions and comments on draft 11-20-97 Policy Advisory Committee Meeting Summary (Attachment #3)  
*This is a draft summary of the Policy Advisory Committee meeting for your review. Any questions or comments will be addressed.*
- 9:15 4. Route 29 Corridor Development Study Public Information Meeting Materials (Attachment #4)  
*The meeting materials to be displayed/handed out at the Route 29 Public Information Meeting along with the public meeting announcement are attached for your information.*
- 9:45 5. Review of Schedule for Completion of Screen 2A (Attachment #5)
- 9:50 6. Description of revisions to Screen 2A Travel Modeling Results (Attachment #6)  
*Major changes that were made in the Screen 2A Travel Modeling Results are identified in the cover memorandum attached to the complete set of revised Screen 2A Travel Modeling Results.*
- 10:00 7. TAC and Study Team Conclusions and Recommendations from Screen 2A (Attachment #7)  
*In order to meet the schedule for completion of Screen 2A, conclusions and recommendations on the Screen 2A Travel Modeling Results should be reached today.*
- 11:45 8. Review of Schedule for Completion of Study (Handout at meeting)  
*The PAC requested a plan to bring the study to closure.*
- 11:55 9. Other
- 12:00 10. Adjourn



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**December 18, 1997**  
**VDOT NOVA District Office, Terrace Level Conference Room**

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**Attending:**

Kathleen Benton, WMATA  
Tom Blaser, Prince William County, DPW  
Peter Bonaccorsi, Dewberry & Davis  
Jeff Bruggeman, KPMG  
Tom Fahrney, Prince William County, DPW  
Angela R. Fogle, Fairfax County  
Toni Giardini, MWCOG/TRB  
Lewis Grimm, T.Y. Lin International  
Gary Kuykendall, VA-DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Denise Nugent, Travesky & Associates  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA Region 3  
Jeff Reinbold, National Park Service  
Richard Stevens, WMATA  
Alex Verzosa, City of Fairfax

The I-66 Major Investment Study Technical Advisory Committee met on December 18, 1997, in the VDOT NOVA District Office, Terrace Level Conference Room. The meeting was chaired by Gary Kuykendall and began at 9:00 a.m. The agenda items were addressed as follows:

Kuykendall combined Agenda Items 1 and 2.

**AGENDA ITEM 1 - Approval of minutes from 11-5-97 Technical Advisory Committee Meeting (Agenda Attachment #1)**

**AGENDA ITEM 2 - Approval of minutes from 11-24-97 Technical Advisory Committee Meeting (Agenda Attachment #2)**

**Committee Comments:** The Committee approved the minutes for 11-5-97 and 11-24-97.

**AGENDA ITEM 3 - Questions and comments on draft 11-20-97 Policy Advisory Committee Meeting Summary (Agenda Attachment #3):** Kuykendall presented the Draft Policy Advisory Committee Meeting Summary of November 20, 1997. He explained the current study communications process with the Policy Advisory Committee. The study team provides a one page Meeting Update to Committee members within three business days after each meeting. VDOT also posts the Update on the study web site. Two weeks following each Committee meeting the team produces a draft Meeting Summary and distributes this to Committee members for their review. The distribution includes the Technical Advisory Committee, usually as part of the agenda package, and is provided to the TAC as an information item.

**Committee Comments:** None.

**AGENDA ITEM 4 - Route 29 Corridor Development Study Public Information Meeting Materials (Agenda Attachment #4):** Rick Nau distributed copies of the Route 29 Corridor Development Study Public Information Meeting announcement. The Public Information Meeting will be held at the Holiday Inn in Manassas at the junction of I-66 and Route 234 on January 8, 1998, from 6:00 - 9:00 p.m.

Nau provided a brief explanation of the display boards that will be used at the meeting. There will be four separate stations with identical displays. A separate station will be set up for VDOT to discuss other projects in the area. Nau would like to talk with the National Park Service about the management plan for the park and its status before the public meeting. Comment sheets will be available at the public meeting and can be returned to Travesky & Associates or left at the meeting. Nau asked for volunteers to assist at the Public Information meeting. Staff from VDOT and DRPT will be available to assist.

**Committee Comments:** The Committee asked if the Study Team has had any requests for the draft document and how this would be handled. There have been several requests for the document.

The Committee agreed that all requests for the draft document should be forwarded to Travesky & Associates. Copies will be provided at no charge unless there is an overwhelming number of requests. It was noted that Nau had included an Addendum to the draft explaining the addition of the alignment as requested by Prince William County.

**AGENDA ITEM 5 - Review of Schedule for Completion of Screen 2A (Agenda Attachment #5):** Nau explained goals of the meeting as agreeing on how to conclude Screen 2A and how to present the findings to the Policy Advisory Committee on January 29, 1998. Agenda Attachment

#5 is a proposed schedule. The Study Team will preview the Policy Advisory Committee presentation on Screen 2A Results with the Technical Advisory Committee on January 15, 1998.

**Committee Comments:** None.

Kuykendall distributed copies of a handout for Agenda Item 8. He asked the Committee to take time to review it before discussion of this item.

**AGENDA ITEM 6 - Description of revisions to Screen 2A Travel Modeling Results (Agenda Attachment #6):** Agenda Attachment #6 was provided in response to the Technical Advisory Committee's request for some revisions to the Screen 2A Travel Demand Model Results. The revisions also include SOV improvements on I-66 for Strategy #7, which were not included in the earlier report.

**Committee Comments:** The Committee requested the following changes be made:

- Page 2 of Attachment #6 - under **Goal #2 Improve Regional Access to I-66 Corridor Activity Centers and Improve Access from the I-66 Corridor to the Region** under the row titled, **Accessibility** and the column **11 Express/Local**, 587 should be shaded. Also under the row titled, **Accessibility** and under the column **13 County Highway**, 643 should not be shaded.

**AGENDA ITEM 7 - TAC and Study Team Conclusions and Recommendations from Screen 2A (Agenda Attachment #7):** Nau described the purpose of this item as a review of the conclusions for the Strategies from Screen 2A and the recommendations of the Project Management Team.

Nau reviewed study team recommendations contained in Attachment #7. He noted that the Screen 2A analysis considers travel demand MOE's exclusively. The next phase of the study will address right-of-way and associated environmental and socio-economic impacts and financial performance. As part of the review of the conclusions relative to HOV facilities, travel demand modeling results with HOV-3 restrictions on I-66 were distributed. This handout included modeling results comparing the Enhanced Baseline strategy and Strategy #1 with HOV-2 and HOV-3 restrictions. The consultant team recommends going to HOV-3 restrictions as part of the Enhanced Baseline strategy but staying with HOV-2 for all other strategies.

**Committee Comments:** The Committee made the following changes and suggestions for Agenda Attachment #7:

- Page 4, under secondary conclusion, the sentence should read, "*Excess travel demand will exist in the eastern portion of the corridor even with additional SOV, HOV capacity and/or transit capacity.*"
- Page 5, Number 4 under "Best" V/C Ratio (and Strategy), should read 0.75 - #13.
- Page 6, last sentence in the last paragraph, add a sentence clarifying that consideration of "*elements of the County Highway Plan Alternative*" does not imply that other Comprehensive Plan elements are considered unnecessary.
- Page 8, under secondary conclusion, the sentence should read, "*HOV 2+ travel demand in the corridor justifies barrier separated HOV lanes on I-66 from I-495 to approximately Route 28 Bypass/Tri-County Parkway.*"
- Page 16, include a No Build Strategy.

Several on the Committee presented their preferred Screen 2A Strategies for further analysis. There appeared to be some support for the following:



- #1 - SOV + HOV
- #3 - SOV + Metrorail/Gainesville
- #5 - HOV + Metrorail/Centreville
- #7 - SOV + HOV + LRT
- #8 - SOV + HOV + Metro/Centreville
- #13 - County Highway
- Strategy 12 is an outstanding issue.

Blaser represented that for the record, Prince William County wants Metrorail to Gainesville studied further.

**AGENDA ITEM 8 - Review of Schedule for Completion of Study (Handout):** Approaching noon and out of time, Kuykendall briefly called attention to the DRAFT MEMORANDUM to the I-66 Corridor MIS Policy Advisory Committee Re: Strategy for Bringing Project to Close, mentioning that the document will be modified after the next Technical Advisory Committee meeting. The document presents for consideration a process with the goal of concluding this Study by December 1998.

**AGENDA ITEM 9 - Other:** None.

**AGENDA ITEM 10 - Adjourn:** Gary Kuykendall adjourned the meeting at 12:00 noon.



## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE**

November 24, 1997

VDOT NOVA District Office, Terrace Level Conference Room

### **AGENDA**

- 9:00 AM      1.      Report on the November 20 Policy Advisory Committee Meeting
- 9:15            2.      Schedule for Screen 2A Conclusions:
- November 5 TAC Meeting  
November 24 TAC Meeting  
December 18 TAC Meeting  
January 15 TAC Meeting  
January 29 PAC Meeting
- 9:25            3.      Questions to be Answered by the I-66 Corridor MIS (Attachment #1)
- 9:45            4.      Screen 2A Travel Modeling Results (Attachment #2)
- 11:45          5.      Other
- 12:00          6.      Adjourn



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**November 24, 1997**  
**VDOT NOVA District Office, Terrace Level Conference Room**

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**Attending:**

Stephen Bates, VDOT/NOVA  
Kathleen Benton, WMATA  
Peter Bonaccorsi, Dewberry & Davis  
Jeff Bruggeman, KPMG  
Tom Fahrney, Prince William County, DPW  
Angela R. Fogle, Fairfax County  
G. Toni Giardini, MWCOG/TRB  
Lewis Grimm, T.Y. Lin International  
Gary Kuykendall, VA-DRPT  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
George Phillips, Loudoun County Department of Transportation  
Tracey Pilkerton, Travesky & Associates  
Jennifer Sloan, NVTC  
Richard Stevens, WMATA  
Marie Travesky, Travesky & Associates

The I-66 Major Investment Study Technical Advisory Committee met on November 24, 1997, in the VDOT NOVA District Office, Terrace Level Conference Room. The meeting was chaired by Gary Kuykendall and began at 9:15 a.m. The agenda items were addressed as follows:

**AGENDA ITEM 1 - Report on the November 20 Policy Advisory Committee Meeting:** Rick Nau distributed copies of the November 20, 1997, Policy Advisory Committee Meeting slide presentation. Kuykendall provided a brief summary of the meeting and highlighted the following areas:

- The Planning Assumptions for the Screen 2A Strategies were approved with one minor correction to Planning Assumption #2 - Air Quality. The word "meet" was changed to "support" in the sentence ending with "...air quality conformity requirements."
- The Policy Advisory Committee approved the motion to add an alignment to the Route 29 Corridor Development Study and recommended that this alignment be added to all future studies.
- Marie Travesky is to provide an I-66 MIS Update within three full business days after the Policy Advisory Committee meeting. The goal is keep the Update to one full page.

**Committee Comments:** The Committee asked the Study Team to be sensitive to how they emphasize printed words. For instance, the bolding and underlining of the words "double" and "triple," found on the bottom left side of page 5 in the slide presentation packet, could provide a false emphasis.

**AGENDA ITEM 2 - Schedule for Screen 2A Conclusion:** The December 11, 1997, Policy Advisory Committee meeting was canceled to allow the Technical Advisory Committee time to complete its review of the Travel Demand Forecasting results. The Policy Advisory Committee will meet again on January 29, 1998, in Rooms 9 and 10 of the Fairfax County Government Center. The Route 29 Corridor Development Study public information meeting will be held on January 8, 1998. The meeting will not be held at the Mountain View Elementary School as previously announced due to over-scheduling of the school. A new location is to be determined. The Technical Advisory Committee will meet on December 18, 1997, and January 15, 1998, at 9:00 a.m. The meetings will be held at the VDOT NOVA District Office unless notified otherwise.

**AGENDA ITEM 3 - Questions to be Answered by the I-66 Corridor MIS (Agenda Attachment #1):** Kuykendall provided a background to the list of basic questions presented in Agenda Attachment #1. These questions are intended to serve as a guide to the Technical Advisory Committee on how to proceed through the technical process to reach a resolution in Screen 2A. Kuykendall defined resolution as a consensus.

Kuykendall asked the Committee to consider approaching the process with a focus on selecting better strategies or solutions to the I-66 Corridor rather than focusing on the elimination of strategies.

**Committee Comments:** The Committee raised the question of the appropriateness of including the second half of question #7, "How does the annualized cost of expanded bus service compare to other transit alternatives?" This question will be deleted since it does not pertain to Screen 2A.

The Committee recommended against providing a copy of the list of questions to the Policy Advisory Committee because of the technical nature of the questions.

**AGENDA ITEM 4 - Screen 2A Travel Modeling Results (Agenda Attachment #2):** Rick Nau provided a brief explanation of the charts and tables in Agenda Attachment #2. The charts and tables are provided in response to the Technical Advisory Committee's request for more

information. He asked the Committee how they wanted the information put together and whether it was helpful.

**Committee Comments:** The Committee found the charts helpful and requested the following be included in the charts:

- provide a range on the color chart on what is negative and positive
- add a column with the range percentage
- highlight the maximum change (suggest highlighting the entire box)
- express maximum change as a percentage
- add some measure of what is being added, i.e., lane miles, bus miles, Light Rail Transit miles, Metro miles, HOV, bus routes, etc.
- provide a spreadsheet to Fairfax County with the ranges and percent ranges for Metro to Gainesville
- change 662 to N/A on the black and white chart for Table 11-A under Goal #2

The Committee recommended against providing a copy of the detail tables to the Policy Advisory Committee because of the technical nature of the information. The Committee agreed to go back to their respective agencies and review the materials provided. They will come back with their agency or jurisdiction perspective on December 18, 1997. To facilitate the Technical Advisory Committee's review of the material, the Study Team will be available to answer any questions or meet in subgroups if needed.

Kuykendall summarized the short term objectives for the Study as follows:

- Recommendations resulting from Screen 2A
- A plan to bring the Study to conclusion

The methods of reaching these short term objectives are as follows:

- Each Technical Advisory Committee member's jurisdiction to review the materials, as necessary
- The Study Team will be available to help
- Define relationship between MOEs and decide if further analysis is needed.

**AGENDA ITEM 5 - Other:** Rick Nau asked the Committee members to send him anything they would like included in the next agenda packet.

**AGENDA ITEM 6 - Adjourn:** Gary Kuykendall adjourned the meeting at 11:30 a.m.

**I-66 MIS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES**

**November 5, 1997**

**VDOT NOVA District Office, Large Training Room**

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**Attending:**

Kathleen Benton, WMATA  
Jeff Bruggeman, KPMG  
Tom Fahrney, Prince William County, DPW  
G. Toni Giardini, MWCOG/TRB  
Lewis Grimm, T.Y. Lin International  
Randy Hodgson, Fauquier County  
Phil Hopkins, VDOT-TPD  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA-Region 3  
Jennifer Sloan, NVTC  
Rick Stevens, WMATA  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax

**ROUTE 29 CORRIDOR DEVELOPMENT STUDY  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES  
November 5, 1997  
VDOT NOVA District Office, Large Training Room**

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**Attending:**

Stephen Bates, VDOT L&D, NOVA  
Tom Blaser, Prince William County, DPW  
Peter Bonaccorsi, Dewberry & Davis  
Tom Fahrney, Prince William County, DPW  
G. Toni Giardini, MWCOG/TRB  
J. P. "Irish" Grandfield, Loudoun County Planning  
Lewis Grimm, T.Y. Lin International  
Martha Hendley, CARD  
Randy Hodgson, Fauquier County  
Phil Hopkins, VDOT-TPD  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Valerie Pardo, VDOT/NOVA  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA-Region 3  
Jeff Reinbold, NPS  
Paul Serbu, Woodbridge Farms HOA  
Marie Travesky, Travesky & Associates  
Irma von Kutzleben, VDOT/Culpeper District

The I-66 Major Investment Study Technical Advisory Committee met on November 5, 1997, in the VDOT NOVA District Office, Large Training Room. The meeting was conducted in two parts. The morning session focused exclusively on the Route 29 Corridor Development Study, and the afternoon session focused on the I-66 Corridor MIS. The agenda items were addressed as follows:

#### **ROUTE 29 CORRIDOR DEVELOPMENT STUDY (morning session)**

**AGENDA ITEM 1 - Route 29 Corridor Development Study:** Phil Hopkins began the meeting at 10:00 a.m. Introductions were made. Phil Hopkins provided a brief overview of the agenda.

**Schedule for future activities (Agenda Attachment #1):** The Technical Committee approved the tentative schedule for the Route 29 Corridor Development Study. (Copy Attached)

**Committee Comments:** The Committee agreed only one public information meeting is needed unless the Policy Advisory Committee feels strongly that another should be added.

**Discussion of draft report (Agenda Attachment #2):** The question was raised as to the size of the corridor being studied. This Study is using a 1,000 foot corridor. Phil Hopkins explained that this Study is different from the other two segment studies taking place along the Route 29 corridor. Some of the major differences mentioned were that this Study does not require the level of detailed analysis required in the other two studies; and the task of this Study is to recommend strategies to be carried to future studies versus selecting a corridor for further study. There is a distinction in that these strategies can change once a corridor is identified. Any impacts associated with the strategies developed in this Study will be identified as potential impacts.

Rick Nau provided an overview of the various resource maps generated for this Study. He will distribute a limited number of the maps to the Committee members with the final report.

Paul Serbu, a citizen, said that the Buckland community was holding a meeting on November 13, to discuss this draft report. He will report their discussions back to the Technical Advisory Committee. Martha Hendley, a citizen, reported to the Committee that Artemis Road extended is not shown on the current citizens' version of the Comprehensive Plan, which they are recommending to the Prince William Board of Supervisors.

**Committee Comments:** Before the public meeting in January, the Committee asked that the quarry in Loudoun County and the "Thoroughfare Gap" in Prince William County be shown on the Community Resource map. The Committee also asked Rick Nau to verify whether Thoroughfare is identified as a historic area. Nau pointed out that it is not listed on the Virginia Historical Survey. Jeff Reinbold offered to supply information he has on areas of historical significance.

The Committee suggested the following changes to the draft report:

- The phrase, "buildings that would be displaced" will be changed to more appropriate terminology, e.g., "buildings that could potentially be impacted." Similar wording should be used in other potential impact areas.
- Improve the lay persons understanding of the graphic tables by using a range of "low, medium, and high" to correspond with the relative scale of 0-25%, 25-50%, 50-75%, and 75-100%.



- Include a general chart showing level of service for a variety of facility types by daily traffic volumes.
- Include a note that states, "subsequent to the 1996 traffic counts documented in the report, improvements to I-66 in the vicinity of the park were completed that have reduced traffic volumes on Route 29 through the park."
- Include a note listing the roadway configuration assumptions used in the travel modeling.
- Provide the traffic numbers in Figure 12 for Route 234 and Route 659 north of the Park.
- Verify whether the TriCounty Parkway in Figure 13 is assumed to be in existence through Fairfax into Loudoun County.
- Remove the label on Figure 14 stating, "inconsistent with Loudoun County Comprehensive Plan," and add a general note stating, "Many of the alignment segments are not consistent with current County Comprehensive Plans."

The Study Team recommended that the following three strategies be retained for further Study:

1. No Build
2. Northern Bypass Alignment
3. Designation of Route 29 on I-66 between Centreville to Gainesville then following existing alignment south.

**Result of meetings with counties and National Park Service:** Rick Nau provided a summary of the discussions with the Counties of Fairfax, Fauquier, and Prince William and National Park Service. The purpose of the briefings was to solicit comments from the local jurisdictions participating on the Policy and Technical Advisory Committees. The Study Team attempted several times to set up a briefing with officials in Loudoun County but was not successful. The draft report has not been revised to reflect the comments from these briefings. The Study Team thought it would be more advisable to let the Policy Advisory Committee decide as a group on changes to the report.

**Committee Comments:** Irish Grandfield offered to follow up with Loudoun County to see if there is any interest in a briefing. Tom Blaser offered to contact officials in Haymarket and brief them on the Study.

The morning session adjourned at 12:00 noon.

#### **I-66 MAJOR INVESTMENT STUDY (afternoon session)**

**AGENDA ITEM 2 - Introductions:** Phil Hopkins began the afternoon session at 1:00 p.m.

**AGENDA ITEM 3 - Review and approval of minutes of 9-29-97 TAC Meeting (Agenda Attachment #3):** The Committee approved the minutes of the September 29, 1997, Technical Advisory Committee meeting without amendment.

**AGENDA ITEM 4 - Screen 2A Travel Modeling Results (Agenda Attachment #4):** The purpose of this discussion was to review the conclusions and key findings for the strategies that

do not include Light Rail Transit, Super Bus, or the County Highway. Since 17 strategies were identified for evaluation in Screen 2A, the Study Team will provide the travel modeling results over a period of three Committee meetings.

**Committee Comments:** The Committee asked that the linkages between the travel demand data presented and the adopted MOEs be made very clear. The Committee recommended that the Policy Advisory Committee be informed of the type of person trip data that can be produced. Jeff Bruggeman will produce person movement data beyond the screen line and will provide additional information that includes more than vehicles. The Committee agreed the following changes should be made to the **Screen 2A Travel Modeling Results** document:

**Conclusion #1 - Forecast rail ridership justifies further consideration of a Metrorail extension to Centreville. An extension of Metrorail beyond Centreville is not justified.**

- Modify the last sentence of the conclusion by adding, "within the planning horizon of the study (through 2020)."
- Add a bullet which states, "Incremental rail ridership associated with a Metrorail extension to Centreville is approximately 17,000 riders per day relative to the Enhanced Baseline."
- Delete last four bullets.
- Eliminate words such as "marginal."
- WMATA staff requested that the end-of-line ridership table be revised to include 2020 forecasts for existing segments. WMATA staff also requested documentation of model performance at the Franconia-Springfield station.

**Conclusion #2 - Travel demand in the corridor justifies further consideration of additional SOV capacity.**

- Change "justifies further consideration" to "does not justify dropping."
- Delete the first and third bullets.

**Conclusion #3 - HOV 2+ travel demand in the corridor justifies barrier separated HOV lanes on I-66 from I-495 to approximately Route 234.**

- Revise conclusion to read, "HOV 2 on a single lane, concurrent flow HOV lanes east of Route 234 should be dropped."
- Add a bullet stating, "HOV 2+ travel demand warrants two HOV lanes."
- Add "HOV 2+" in the title for the table.
- Delete the word, "HOV" in the note under the table to read, "The capacity of a single lane is approximately, 1,750 vehicles per hour at LOS D."
- Show the people throughput for the Screenline summary on page 31, **I-66 2020 Average Daily Traffic by Screenline.**
- Show the people throughput for the Screenline summary on page 19, **I-66 2020 P.M. Peak Hour/Peak Direction Traffic by Screenline.**

**Conclusion #4 -**

- Add a conclusion which states, "The extension of VRE to Gainesville should not be dropped."
- Revise first bullet to read, "Incremental VRE ridership associated with an extension to Gainesville (approximately 500 riders per day) yields approximately the same riders per route mile as current VRE system operations."
- Delete the second and fourth bullets.
- Change the third bullet to read, "Cost effectiveness analysis is needed to fully evaluate the VRE alternative."

Conclusion #5 - Performance of Strategy #11, express/local lanes on I-66 justifies further consideration of this strategy. This item was not discussed.

**AGENDA ITEM 5 - TAC suggestions for PAC presentation:**

**Committee Comments:** The Committee agreed the travel modeling results for only a partial set of strategies would not be presented to the Policy Advisory Committee. When the results are completed, the Technical Advisory Committee will send a cover memorandum to the Policy Advisory Committee with the final **Travel Modeling Results**. The memorandum will state that the Technical Advisory Committee has looked at all the strategies and is recommending strategies that the Policy Advisory Committee should eliminate and retain and why.

The November 20, Policy Advisory Committee will focus on the Route 29 Corridor Development Study with a status report on the I-66 MIS. The Study Team will present the changes to the MOEs and the Planning Assumptions. Kathleen Benton will provide two paragraphs for the Policy Advisory Committee agenda packet on the status from the Technical Advisory Committee.

**AGENDA ITEM 6 - Other:** The next Technical Advisory Committee will be held on Monday, November 24, 1997 at 9:00 a.m. at NOVA VDOT. The next Policy Advisory Committee will be on December 11, 1997.

**Committee Comments:** The Committee requested the Study Team provide one table for each MOE for each Strategy for the next Technical Advisory Committee meeting. This would allow the Committee to pull all the information together for their recommendation to the Policy Advisory Committee.

**AGENDA ITEM 7 - Adjourn:** Phil Hopkins adjourned the meeting at 4:35 p.m.



## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE**

September 29, 1997, 1:00 PM

VDOT NOVA District Office, Terrace Level Conference Room

### **AGENDA**

- |      |  |
|------|--|
| 1:00 | <b>1. Introductions.</b>   |
| 1:05 | <b>2. Review of minutes from 8-21-97 TAC meeting.</b><br><br>(Attachment #1)   |
| 1:15 | <b>3. Report on the 9-11-97 Policy Advisory Committee meeting.</b><br><br>(Attachment #2: Slide presentation from PAC meeting)   |
| 1:25 | <b>4. Measures of effectiveness.</b><br>The PAC asked the Technical Advisory Committee to revisit the measures of effectiveness and to offer suggested changes.<br><br>(Attachment #3: Project goals and Measures of Effectiveness)  |
| 2:00 | <b>5. Refinements to Screen 2 Strategies.</b><br>The Study Team has refined the Screen 2 strategy definitions for purposes of travel demand modeling. These refinements are generally consistent with the Screen 1B alternative network definitions but have been modified to encompass the multi-modal strategies.<br><br>(Attachment #4: Screen 2 Strategy Network Definition) |
| 2:20 | <b>6. Planning assumptions.</b><br>The Policy Advisory Committee suggested changes to the project Planning Assumptions. The suggested changes will be distributed and reviewed.  |



2:40

**7. Travel demand forecasting sensitivity.**

The PAC asked for an explanation of the sensitivity of the travel forecast model to help prepare for interpreting the results of travel demand forecasting for alternatives. The Study Team performed tests of key variables of the model and will be prepared to discuss these with the Committee.

3:00

**8. Route 29 Corridor Development Study - Status Report.**

The process and procedures for public and agency review of the draft corridor study report will be discussed.

4:00

**9. Other**

4:15

**10. Adjourn**

**I-66 MIS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES**

**September 29, 1997**

**VDOT NOVA District Office, Terrace Level Conference Room**

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**Attending:**

Stephen Bates, VDOT-NOVA  
Kathleen Benton, WMATA  
Tom Blaser, Prince William County  
Jeff Bruggeman, KPMG  
G. Toni Giardini, MWCOG/TRB  
Lewis Grimm, T.Y. Lin International  
Randy Hodgson, Fauquier County  
Phil Hopkins, VDOT-TPD  
Gary Kuykendall, DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Tracey Pilkerton, Travesky & Associates  
Steve Rapley, FHWA-Region 3  
Jeff Reinbold, NPS  
Krishnan Srinivasan, Fairfax County  
Jennifer Sloan, NVTC  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

**I-66 Technical Advisory Committee Minutes  
September 29, 1997**

The I-66 Major Investment Study Technical Advisory Committee met on September 29, 1997, in the VDOT NOVA District Office, Terrace Level Conference Room at 1:00 p.m. The meeting was chaired by Gary Kuykendall.

**Item 1 - Introductions**

**Item 2 - Approval of minutes of 8-21-97, TAC Meeting:** The Committee approved the minutes of the August 21, 1997, Technical Advisory Committee meeting.

**Item 3 - Report on the 9-11-97 Policy Advisory Committee meeting:** The Policy Advisory Committee asked the Technical Advisory Committee to review the Measures of Effectiveness and reword some of the Planning Assumptions. The Policy Advisory Committee deleted the term, "Basic Rail" from the list of definitions.

**Item 4 - Measures of Effectiveness (MOEs):** The Technical Advisory Committee reviewed the MOEs and addressed some of the major points listed in Attachment #3, Project Goals and Measures of Effectiveness. The Committee discussed the need for more specific information and a way to compare the various options, e.g., trips served over certain screen lines. There was some discussion of the need to develop a couple of basic multi-modals from which to choose, e.g., package A, B, C. Each package would provide information on person delays per trip, most trip demand, efficiency level, how numbers allow to make a trip, and the cost associated with the option. Dick Wolsfeld suggested not providing the information in this format until all of the data has been compiled. Otherwise, there is a potential for the decision-makers to eliminate options prematurely.

Gary suggested adding walk access at 1/3 mile and 2/3 mile to transit for Goal #5, *Environmental Justice*. For Goal #1, *Future Existing Modal Demand*, he proposed doing an aggregate.

The Committee discussed the difficulties associated with the Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) for the I-66 Study area. Jeff Bruggeman discussed this issue in detail. Most of the data available is for the Northern Virginia area and is not regional. Other studies have wrestled with this problem. Jeff pointed out that the effects of what is inherent with the highway system is not behavioral when people find their path and mode. The effect of VHT is not 100%. There is a sizable measurable increase in transit and decrease in VHT. It is not the fastest mode. You get the same effect in HOV. It attracts a wider influence corridor than SOV, which runs parallel. The result is you get people saving time but the VMT increases. Many people get impatient waiting. You improve auto access if you divert from transit and count park and ride lots. You may have an increase in VMT because people are parking to use transit. There is a backside relationship.

The Committee discussed the Policy Advisory Committee's concern that Goal #2, *Transit System Ridership* implies a bias of good. The Study Team did not believe this to be true. The Committee agreed the Policy decision-makers decide whether it is good or bad.

Since the HOV and transit reduction in SOV are a positive, Jeff suggested focusing on that as the measure. It answers the question, how many did you get to divert to another mode. Dick discussed the FTA's December 19, 1996, document that shows how FTA determines how to analyze a project for a new start. He recommends this Study be prepared to use FTA's measures. All FTA's measures are within this Study's evaluation except for operating cost per

passenger miles. This Study uses incremental cost but otherwise has everything else FTA recommends.

Rick suggested under the evaluation criteria for mobility that they include Person Hours Traveled (PHT) and Person Miles Traveled (PMT) and fill in the box under Screen 2A. The Study Team agreed to add a delta in vehicle occupancy with a comparison by mode and with an aggregate. Jeff will compute the vehicle occupancy if it is needed. This information will be added under Goal #1.

Gary suggests the Study Team repackage all the pertinent information together. He asked the Committee for concurrence and they agreed to move forward.

**Item 5 - Refinements to Screen 2 Strategies:** Attachment #4 responds to Jeff Bruggeman's request for more details on the Screen 2 Multi-Modal definitions for the travel forecast modeling and the Policy Advisory Committee's request for clarification. Most of the definitions in the handout were developed by the Technical Advisory Committee during Screen 1B, with some modifications and combinations of Screen 1B results.

The Committee discussed the graphic handout entitled, AM Peak Period Lane Configuration on I-66. The assumptions for the Beltway are based on the CLRP. HOV lanes will be added in either direction except for Strategy #11, which assumes widening I-66 to six lanes with direct access. Strategy #11 will assume full egress and ingress, with a lead area. Full access will be provided between each set of interchanges to see the effect on the demand side. Refinements may be necessary as the Study goes into conceptual engineering.

Strategy #14 was modified to include an extension of Metro from Centreville to Gainesville, with a terminal at the Atlas Iron Works. The line will swing outside the I-66 right-of-way. Station spacing will be approximately two miles closer in towards Vienna and will double as it goes out towards Centreville to 234 to Gainesville. The Study Team recommended not moving the stations in closer.

The Policy Advisory Committee had changed Strategy #14 to "generic rail." In an attempt to define "generic rail," the Project Management Team suggested adding the note found on the bottom of page 21. The last sentence, last line, under NOTE: should read "system with no transfer required at Vienna." Gary told the Technical Advisory Committee that since Chairman Hanley asked for an analysis of just Metro, Strategy #14 will become the "Metro-like" alternative.

The Committee asked the definition of baseline under the highway network. The highway network baseline scenario includes the CLRP and other items listed on page 1, under Strategy #1. "Rt. 23" listed under "Six Lanes," should be changed to read "Rt. 29-Rt. 123 to I-66 at Centreville."

There is no change between Strategies #3 and #14 except that #3 has SOV. The Committee discussed the modeling without the inclusion of a transfer. Strategy #14 will be modeled without a transfer per Chairman Hanley's request. Options with a transfer are being looked at under Light Rail Transit (LRT).

The Technical Advisory Committee discussed the use of constrained and unrestrained parking at the LRT stations. The Committee agreed that the modeling would be conducted without constrained parking, and at such time that this strategy goes forward to Screen 2B for conceptual engineering, the list of station sites will be discussed in more detail with the Policy Advisory Committee. The Committee agreed the Study Team would work up a statement of general agreement on definitions to move forward on Screen 2B. Gary suggested the Policy Advisory



Committee be told the Technical Advisory Committee has seen the network definition and agreed for modeling purposes to move forward.

The Committee discussed the issue of including the new shoulder into the model. The Committee had agreed back in September 1995 to build the model according to the current design standards. The building of the new shoulder is not in the current design standard and will therefore not be included in the model.

**Item 6 - Planning Assumptions:** The Committee reviewed the handout entitled, Proposed revisions to Planning Assumptions. The Committee agreed to the proposed changes with the following revision to #2. Air Quality - "regional transportation plans" will be changed to read "other projects in regional transportation plan."

The Committee was asked to ensure their respective Policy Advisory Committee members are familiar with the material before the Policy Advisory Committee meetings. This would also ensure consistency in feedback from the two Committees.

**Item 7 - Travel demand forecasting:** The Committee discussed the handout, Travel Mode Sensitivity to Auto Operating Cost and Policy Advisory Committee's request for a sensitivity analysis. The Study Team explained the difference between out-of-pocket expenses and fixed auto operating costs. Jeff summarized by saying, if a cost item is important for selecting mode of choice it has to be avoidable if it is a trade-off. If it is not, then it is not avoidable. He also stated that the impact to suburban areas is higher than the central areas because the trip length is longer.

The Committee suggested informing the Policy Advisory Committee that the travel model is derived from other cities and is observable. If people are sensitive to entire cost, people may switch travel modes if they can in fact switch. Gary suggested adding "where transit is available." The Committee discussed potential impacts the policy-makers have on changing out-of-pocket expenses. Jeff suggested breaking the discussion into two points: cost included in model and costs not included in model and adding taxes.

**Item 8 - Route 29 Corridor Development Study Status Report:** The Committee discussed the upcoming schedule for the Route 29 Corridor Development Study. The Committee agreed with the tentative schedule presented. Prince William and Fairfax County will get together to discuss potential overlapping issues. The Committee agreed to keep the I-66 and Route 29 Studies separate with separate public meetings.

**Item 9 - Other:** The Committee discussed the possibility of canceling the October Policy Advisory Committee meeting since the travel forecasting results were not available for review by the Technical Advisory Committee. Rick Nau will speak with Chairman Lee and Vice Chairman Mason for their recommendation.

**Item 10 - Adjourn:** Gary Kuykendall adjourned the meeting.



## I-66 CORRIDOR MIS

Technical Advisory Committee (TAC) Meeting

August 21, 1997, 1:00 PM

VDOT NOVA District Office, Terrace Level Conference Room

### AGENDA

- |      |     |   |
|------|-----|---|
| 1:00 | 1.  | Introductions   |
| 1:05 | 2.  | Approval of minutes of 6-26-97 TAC meeting (Attachment #1)  |
| 1:10 | 3.  | Designation of replacement TAC representative to PAC  |
| 1:15 | 4.  | Report / Discussion and observations of 7-10-97 and 8-7-97 PAC meetings <ul style="list-style-type: none"> <li>- Minutes of 7-10 meeting (Attachment #2)</li> <li>- DRAFT Summary of 8-7 meeting (Attachment #3)</li> <li>- Presentation slides from 8-7 meeting (Attachment #4)</li> <li>- Future PAC meeting schedule               <ul style="list-style-type: none"> <li>September 11, 5:00 PM</li> <li>October 9, 4:00 PM</li> <li>November 20, 4:00 PM</li> <li>December 11, 4:00 PM</li> </ul> </li> </ul> |
| 1:40 | 5.  | Screen 2 Strategies (Attachment #5)   |
| 2:00 | 6.  | Travel Forecasting Status Report  |
| 2:10 | 7.  | 'Super Bus' strategy definition   |
| 2:40 | 8.  | County Highway Plan strategy definition   |
| 3:15 | 9.  | Next Meeting - September 25, 1997, 1:00 PM  |
| 3:15 | 10. | Other   |
| 3:30 | 11. | Adjourn   |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES**

**August 21, 1997**

**VDOT NOVA District Office, Terrace Level Conference Room**

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**Attending:**

Bill Allen, Consultant  
Kathleen Benton, WMATA  
Tom Blaser, Prince William County  
Edgardo Cordero, FHWA-VA  
Helen Cuervo, VDOT-Manassas  
Toni Giardini, MWCOG/TRB  
Angela Fogle, Fairfax County  
Lewis Grimm, T.Y. Lin International  
Phil Hopkins, VDOT-TPD  
Gary Kuykendall, DRPT  
Eric Marx, PRTC  
Bob Moore, Fairfax County  
Rick Nau, BRW  
Patty Nicoson, Arlington County, DPW  
Valerie Pardo, VDOT NOVA  
Carol Ann Perovshek, Mary Means & Associates  
Steve Rapley, FHWA-Region 3  
Stephen Read, VDOT-NOVA  
Dave Sinclair, Prince William County  
Jennifer Sloan, NVTC  
Robert L. Trachy, Jr., VDOT  
Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

**I-66 Technical Advisory Committee Minutes**  
**August 21, 1997**

The I-66 Major Investment Study Technical Advisory Committee met on Thursday, August 21, 1997, in the VDOT NOVA District Office, Terrace Level Conference Room at 1:00 p.m. The meeting was chaired by Gary Kuykendall.

**Item 1 - Introductions**

**Item 2 - Approval of minutes of 6-26-97, TAC Meeting:** The Committee approved the minutes of the June 26, 1997, Technical Advisory Committee meeting.

**Item 3 - Designation of Replacement TAC Representative to PAC:** The Committee approved the designation of Kathleen Benton as the interim representative to the PAC.

**Item 4 - Report/Discussions and Observations of 7-10-97 and 8-7-97 PAC meetings:** The Committee reviewed the draft I-66 CORRIDOR MIS UPDATE for the August 7, 1997, Policy Advisory Committee meeting. The summary will be posted on the I-66 website.

The Study Team expects to have the 15 major modal investment strategies reduced to five strategies by December.

**Future PAC Meeting Schedule:** October 9, 1997  
November 20, 1997  
December 11, 1997

**Item 5 - Screen 2 Strategies:** The TAC reviewed the changes to the Screen 2 strategies that had been incorporated into the August 1997 version of the Screen 2 Multi-Modal Strategies report and noted the following:

Removal of any reference to the City of Fairfax Bypass.

Discussion of Strategy #14, the new strategy that includes generic rail to Gainesville. The focus of discussion will be on: rail technologies; right-of-way; transfer issue; image examples from other places; what are key model variables—travel time, headways, frequency, fares

Discussion of Strategy #15, VRE extension.

There was discussion of the PAC request to break Screen 2 into two parts; Screen 2A focusing on travel modeling results and Screen 2B focusing on capital costs, conceptual engineering, and environmental screening.

**Item 6 - Travel Forecasting Model Status Report:**

CLRP network issues were identified and discussed with counties. The same Baseline will be established for both the I-66 and Route 29 CDS.

Status on the final validation report - Calibrations are being conducted to 1990. The draft model validation report will be distributed by the middle of next week.

The TAC and Study Team are continuing to define some strategies, e.g., Super Bus.

Travel Forecasting Subcommittee is to meet September 10 at 1:30 p.m. to review final validation report.

Prince William and Fairfax Counties staff will review Route 29 travel forecasts before releasing the travel forecasting results.

**Item 7 - "Super Bus" Strategy Definition:** The Super Bus strategy was presented. It was noted that the Super Bus routes build on the Baseline and Enhanced Baseline bus systems with additional bus coverage. The Super Bus adds service between major O-D pairs and includes the development of transit stations (Centreville, Manassas, Fairfax Government Center), with a goal of one ride from O to D.

The Study Team was asked to think about route structures and frequency in terms of consistency between jurisdictions. The TAC requested the Study Team revisit the O/D information and use it to better define bus routes in this strategy.

**Item 8 - County Highway Strategy:** The TAC requested changes be made to the chart for County Highway Strategy, including the number of lanes in the Comprehensive Plan, adding a number of lanes in CLRP, and sorting the information by County.

The criteria of the chart elements included: projects not in the CLRP, four or more lanes on the Comprehensive Plan, must provide additional capacity and connectivity. It was noted that Comprehensive Plan changes to interstate facilities were not included.

The Study Team requested the TAC to submit their comments so the Study Team could complete the new maps and have them ready by September 10, 1997.

The Study Team will be available to discuss the Super Bus and County Highway Strategies and validation report at a September 10, 1997 meeting.



## I-66 CORRIDOR MIS

Technical Advisory Committee (TAC) Meeting  
June 26, 1997, 2:00 PM  
VDOT NOVA District Office, Terrace Level Conference Room

### AGENDA

- |      |     |  |
|------|-----|--|
| 2:00 | 1.  | Introductions  |
| 2:05 | 2.  | Approval of minutes of 5-29-97 TAC meeting (Attachment #1)   |
| 2:10 | 3.  | Review of Preliminary Topics for Discussion for 7-10-97 PAC Meeting (Attachment #2)  |
| 2:20 | 4.  | Validation/calibration of Northern Virginia MIS Travel Model (Materials to be distributed at meeting) <ul style="list-style-type: none"><li>- Project Management Team Report</li><li>- Travel Forecasting Subcommittee Report</li><li>- TAC Advice</li></ul> |
| 3:00 | 5.  | 1990/2020 Study Area Origin/Destination Patterns (Materials to be distributed at meeting)  |
| 3:20 | 6.  | Review of the Final Screen 2 Multi-Modal Investment Strategies (MMIS's) (Attachment #3)  |
| 3:30 | 7.  | MMIS Assumptions at the Capital Beltway (Attachment #4)  |
| 3:50 | 8.  | Receive Comments on Draft Newsletter - Informer #3 (Attachment #5)   |
| 4:25 | 9.  | Next Meeting - 7-24-97, 1:00 PM  |
| 4:30 | 10. | Adjourn  |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING**  
**June 26, 1997, 2:00 PM**  
**Northern Virginia VDOT District Office - Terrace Conference Room**

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Attending:

Kathleen Benton, WMATA  
Peter Bonaccorsi, Dewberry & Davis  
Jeff Bruggeman, KPMG  
Edgardo Cordero, FHWA Virginia Division  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/TPB  
Lewis Grimm, TY Lin  
Bob Gould, VDOT  
Phil Hopkins, VDOT, TPD  
Gary Kuykendall, VDRPT  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Denise Nugent, Travesky & Associates  
Carol Ann Perovshek, Mary Means & Associates  
Stephen Read, VDOT/NOVA  
David Sinclair, Prince William County Transportation  
Jennifer Sloan, NVTC

## INTRODUCTIONS

Kuykendall welcomed all and started the meeting with a round-robin introduction session.

## REVIEW OF PAST MEETING MINUTES (Attachment #1)

No comments or changes requested to May 29, 1977 Technical Advisory Committee meeting minutes.

## NOVA MIS TRAVEL MODEL VALIDATION

Project Management Team Report (PMT): Nau reported that after the completion of several revisions, the PMT has agreed that the model is suitable for use in the I-66 MIS. The PMT has not concluded if the model is ready for use in the greater DC metropolitan area. The consultant team will develop and distribute a comprehensive validation report prior to the July TAC meeting. The PMT will seek TAC and PAC comment on the validation results.

The model will be used to determine Origin and Destination patterns within the study area for presentation at the July 10 PAC meeting.

Travel Demand Forecasting Subcommittee: The subcommittee would comment upon further review of the validation results.

## REVISIONS TO SCREEN 2 MULTI-MODAL STRATEGIES (Attachment #2)

Nau reported that all revisions discussed at past PAC and TAC meetings had been incorporated into the multi-modal strategy definition document. These revisions are listed at the bottom of page one of the document.

## STUDY AREA ORIGINS AND DESTINATION PATTERNS (Handout)

At the request of the PAC, the consultant team initiated an analysis of origin/destination pattern in the corridor. The purpose of the exercise was to help determine if the team was "addressing the right questions" related to traffic patterns as it developed the multi-modal strategies.

The Study Area was divided into four segments: Eastern Corridor, Central Corridor, Western Corridor, and Outer Corridor. Each segment was analyzed based on "trips to" (destination/attraction) and "trips from" (origin/production) the segment in 1990 and 2020.

Major themes:

- The number of trips to Inner VA and DC Core continue to grow. However, in terms of destinations, their overall market share of trips is decreasing.
- The Central Corridor (Fairfax, Fair Lakes, Fair Oaks) shows significant increases in the number of trips it not only generates, but also in the number of trips that it receives. Following, its market share of both destination and origin trips is significantly increased.



- Increases in trip production and attraction within the I-66 MIS study area (particularly the Central Corridor) result in not only higher loads on facilities, but in the growth of a variety of new traffic patterns.
- Bruggeman identified three types of traffic movement:
  - To the Core (travel from study area into Arlington and DC)
  - Cross-Corridor (travel between study area segments)
  - Intra-Corridor (production and attraction of trips within same segment)Demand for cross-corridor and intra-corridor travel patterns will show the greatest increases.

A committee member stressed the need to compare facility capacity (current and planned) with anticipated traffic loads and patterns. Just because the model identifies generous increases in trip numbers doesn't automatically mean that our roads can't handle them. There may be places where system facilities will be adequate, places where facilities will surpass the demand, and places where facilities are inadequate and require attention.

The TAC posed three suggestions for the upcoming PAC presentation:

1. A simple and understandable presentation that explains changes in trip attractions and productions, market share of total trips, and travel patterns.
2. The development of a few absolute figures or general trends that can show the "big picture"
3. A presentation that shows how system facilities (current and future) perform with projected loads and new traffic patterns

#### **REVIEW OF FINAL SCREEN 2 MULTI-MODAL INVESTMENT STRATEGIES** (Attachment #3)

Nau stated that all PAC and TAC comments had been incorporated into the June 1997 strategy definition report. Incorporated changes are listed on page one of the report. The TAC had no further changes or additional comments.

#### **STRATEGY ASSUMPTIONS AT THE CAPITAL BELTWAY** (Attachment #4)

Bob Gould stated that VDOT is considering four general design scenarios for the Beltway:

1. Five lanes in each direction which includes a concurrent HOV lane
2. Six total lanes which includes two barrier-separated HOV lanes
3. 2-4-4-2 configuration (2 local traffic lanes, 4 express traffic lanes)
4. 2-4-4-2 configuration (2 local traffic lanes, 4 express traffic lanes to include one HOV lane)

Nau presented a draft list of the multi-modal strategies and the assumption each strategy would make about the Capital Beltway. There was concern that the draft list of Beltway assumptions did not allow for meaningful comparisons to be made between HOV options.

The committee advised the team to assume the CLRP for the Beltway in all but one of the multi-modal strategies. The exception being Strategy 11, which would utilize a 2-4-4-2 with no HOV as a Beltway assumption.

Bruggeman advised using the most current CLRP available.

#### **DRAFT NEWSLETTER**

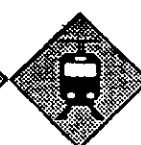
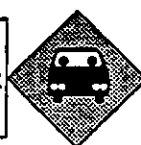
Editorial comments from the committee included:

- modifying the "Beltway section" on page 7
- removing VRE reference on page 2
- verifying VDOT's web page address

#### **NEXT MEETING**

The next TAC meeting is scheduled for July 31, 1997. Time and place to be determined.

*The meeting was adjourned at 4:45 PM.*



## I-66 CORRIDOR MIS

May 29, 1997, 1:00 PM  
Technical Advisory Committee (TAC) Meeting

### AGENDA

- |      |     |  |
|------|-----|--|
| 1:00 | 1.  | Introductions  |
| 1:05 | 2.  | Approval of minutes of 3-20-97 TAC meeting (Attachment #1)   |
| 1:10 | 3.  | Validation/calibration of Northern Virginia MIS Travel Model (Materials to be distributed at meeting) <ul style="list-style-type: none"><li>- Project Management Team Report</li><li>- Travel Forecasting Subcommittee Report</li><li>- TAC Advice</li></ul>               |
| 2:00 | 4.  | Recommended Route 29 Network for travel forecasting (Attachment #2)  |
| 2:20 | 5.  | General definition of travel forecasting model runs: Phased Approach <ul style="list-style-type: none"><li>- Phase I: Strategies #1, #2 and #3</li><li>- Phase II: Three additional runs will be defined after the results of Phase I are available.</li></ul>             |
| 2:40 | 6.  | Recommended revisions to Multi-Modal Investment Strategies (MMIS's) (Attachment #3)<br><i>Please bring the report <u>Screen 2 Multi-Modal Strategy Definition</u> dated February 26, 1997 to the meeting. Attachment #3 contains suggested revisions to this document.</i> |
| 3:15 | 7.  | Review of Capital Beltway/I-66 MIS coordination meeting conclusions (Attachment #4)  |
| 3:30 | 8.  | Review of PAC Status Report to be mailed 6-3-97 (Attachment #5)  |
| 3:45 | 9.  | Project Schedule (Attachment #6)   |
| 3:55 | 10. | Next Meeting - 6-26-97, 1:00 PM  |
| 4:00 | 11. | Adjourn  |



**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING**  
**May 29, 1997, 1:00 PM**  
**Fairfax County Government Center -- Rooms 2 & 3**

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**Attending:**

Kathleen Benton, WMATA  
Tom Blaser, Prince William County  
✓Edgardo Cordero, FHWA Virginia Division  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/TPB  
Lewis Grimm, TY Lin  
Martha Hendley  
Phil Hopkins, VDOT  
Gary Kuykendall, VDRPT  
Bob Moore, Fairfax County Transportation  
Rick Nau, BRW  
Valerie Pardo, VDOT NOVA  
Carol Ann Perovshek, Mary Means & Associates  
✓Tracey Pilkerton, Travesky & Associates  
Jeffrey Reinbold, NPS  
-Marie Travesky, Travesky & Associates  
Alex Verzosa, City of Fairfax  
Dick Wolsfeld, BRW

## **INTRODUCTIONS**

Kuykendall welcomed all and started the meeting with a round-robin introduction session.

## **REVIEW OF PAST MEETING MINUTES (Attachment #1)**

No comments or changes requested to March 20, 1997 Technical Advisory Committee meeting minutes.

## **PROJECT MANAGEMENT TEAM REPORT**

The TAC Travel Demand Forecasting Subcommittee met earlier in the day to discuss the status of the Northern Virginia MIS Travel Model. Highlights coming from this meeting include:

1. The model is undergoing final refinements. Over-simulation of short rail transit trips are the focus of the latest round of refinements.
2. The entire calibration process is expected to be completed in the very near future.
3. Documentation of the entire modeling process (modeling measures) will be compiled in a single report. This report will be distributed for review by the Travel Demand Forecasting Subcommittee, which will then meet to discuss the report.\*\* Once approved by the Subcommittee, the model will then be presented to the entire TAC for review and comment.
4. The approved Northern Virginia MIS Model will be used to complete the required travel forecasts for the Screen 2 Multi-Modal Improvement Strategies.

## **ROUTE 29 CORRIDOR DEVELOPMENT STUDY (Attachment #2)**

The scope of work for the Route 29 CDs calls for the development of a travel forecast for existing roadway conditions and one representative realignment option. The realignment option to be modeled will be a northern bypass of the battlefield utilizing segments of the Tri-County Parkway and Route 15, as well as significant portions of new roadway.

There was a discussion about possibly including a representative from Haymarket on the PAC. Hopkins explained that Haymarket is free to pursue PAC representation through Secretary Martinez's office. Blaser volunteered to forward pertinent Route 29 CDS information to Haymarket. The project team agreed to make a courtesy call to the Haymarket representative identified by Blaser.

The project team stressed that the realignment option to be modeled was not a "preferred alignment," and should not be interpreted as such. The alignment is being modeled only to test the viability of a northern bypass of the battlefield. Several Committee members were concerned that a map depicting the realignment to be modeled would be interpreted by the general public as a preferred alignment. The Committee and project team agreed to not go forward with the map in its current format. There was a suggestion to develop a link/node/centroid map instead of a detailed roadway map to clarify the modeling application.

- The Committee approved the modeling of the existing roadway conditions and a northern battlefield bypass option for viability purposes only.

## MODELING MULTI-MODAL STRATEGIES (Attachment #3)

### Definitions Report

The project team reviewed the revisions to the multi-modal strategies requested by the PAC at their March 13, 1997 meeting. They are:

- north-south LRT along Route 28 between Manassas and Dulles be included as LRT element in strategies
- Central Fairfax Bypass (Fairfax City Loop Road) be included in at least one strategy
- major improvements to Route 29 between Fairfax Circle and the Beltway be removed.

Moore suggested testing 6-lanes on Route 29 only in the County Comprehensive Plan strategy. He also volunteered to assist the team in revising text related to SOV improvements to Route 29.

### Review of Strategy Modeling Procedures

Once the Northern Virginia MIS Travel Forecasting Model is approved, a "phased" modeling procedure will be used for the ten multi-modal strategies. This phased approach will allow for improved monitoring and comparison of results. The steps for modeling strategies include:

1. Running CLRP and review results
2. Running three SOV combination strategies and then review (Phase 1)
3. Running three additional combination-mode strategies (Phase 2)

Benton pointed out that SOV-oriented strategies that would be modeled in Phase 1 could have a measurable impact on light rail and HOV ridership.

## CAPITAL BELTWAY MIS COORDINATION MEETING (Attachment #4)

The project team distributed a summary of conclusions from the May 12, 1997 Beltway MIS coordination meeting held at HNTB offices. Major points of discussion were:

- the likelihood of an EA/FONSI for NOVA section of Beltway
- the southern termini for the environmental clearance will be I-95, while the northern termini has not yet been determined
- a 2-4-4-2 lane configuration, which is part of the recommended strategy package for the Beltway MIS, is considered the "leading contender" for the design of the Beltway according to VDOT L&D, Richmond
- VDOT wants to begin construction on the I-495/I-66 interchange as soon as possible

Benton was concerned that the 2-4-4-2 configuration envisioned by VDOT for the Beltway would not allow for HOV lanes. She pointed out that the Beltway MIS includes an HOV alternative consistent with the CLRP as part of the recommended strategy package. Since barrier separated HOV is still a viable option for the Beltway, it should be tested with barrier-separated HOV on I-66.

The I-66 MIS will proceed with the assumption of future HOV on Beltway based on CLRP. Strategy #11 will evaluate the 2-4-4-2 lane configuration on the Beltway with a comparable configuration on I-66.

A request was made for a VDOT representative to speak at the July 10 PAC meeting about the Beltway MIS. Hopkins suggested inviting Bob Gould who is involved in both Phase 1 & 2 of the Beltway MIS.

**DRAFT BRIEFING FOR PAC (Attachment #5)**

Comments on the PAC Briefing Report include:

- adding information about the Route 29 CDS
- removing references to model run results or conclusions
- revising existing text to reflect that Route 29 SOV expansion from Fairfax Circle to the Beltway will be tested only in the County Comprehensive Plan strategy.

**PROJECT SCHEDULE (Attachment #6)**

A revised schedule tracking the Screen 2 process was distributed to the Committee. Final TAC and PAC recommendations on Screen 2 results are anticipated in December 1997.

Once the Northern Virginia MIS Travel Forecasting Model is approved, it will be used for the Route 29 CDS. The project team hopes to have results the Route 29 CDS modeling for the July TAC meeting.

**OTHER**

A draft of the next I-66 MIS newsletter will be part of the July TAC agenda.

Meeting was adjourned at 3:20 PM.

# **I-66 CORRIDOR MIS**

March 20, 1997, 1:00 PM

Technical Advisory Committee (TAC) Meeting

## **AGENDA**

- |      |    |   |
|------|----|---|
| 1:00 | 1. | Overview/Summary of Model Theory  |
| 1:15 | 2. | Summary of March 6, 1997 Model Refinement Progress Report (Attached)                                |
|      |    | Conclusions   |
|      |    | - Composite impedance for non-work trip purposes is not working                                     |
|      |    | - Composite impedance for work trips is OK  |
|      |    | - Other   |
| 1:30 | 3. | Results of March 13, 1997 Meeting with TPB Staff  |
|      |    | - BRW Recommendation on Model   |
|      |    | - PB has dropped use of composite impedance for non-work trip purposes in Atlanta                   |
|      |    | - TPB supports recommended approach of project team   |
| 1:45 | 4. | <b>ACTION ITEM: TAC Response to Suggested Approach to Modeling for I-66 MIS</b>                     |
| 2:00 | 5. | Schedule for Presentation of Modeling Results (Calibration and CLRP forecasts) and Model Acceptance |
|      |    | - Travel Forecasting Subcommittee - April 23, 1997  |
|      |    | - TAC - April 1, 1997   |
| 2:10 | 6. | Discussion of Additional Calibration/Validation Statistics to be Presented                          |
| 2:25 | 7. | Other   |
| 2:30 | 8. | Adjourn   |



## **I-66 CORRIDOR MIS TECHNICAL ADVISORY COMMITTEE MEETING**

**March 20, 1997, 1:00 PM**

**Northern Virginia VDOT Offices**

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### **Attending:**

Farid Bigdeli, NOVA VDOT  
Tom Blaser, Prince William County  
Jeff Bruggeman, KPMG  
Tom Fahrney, Prince William County  
Angela Fogle, Fairfax County  
G. Toni Giardini, MWCOG  
Lewis Grimm, T.Y. Lin  
Martha Hedley, CARD  
Phil Hopkins, VDOT TPD  
Gary Kuykendall, DRPT

Eric Marx, PRTC  
Robert B. Molet, Systems Support, Inc.  
Bob Moore, Fairfax County  
Rick Nau, BRW, Inc.  
Valerie Pardo, NOVA VDOT  
Steve Rapley, FHWA Region 3  
Stephen Read, NOVA VDOT  
Richard Stevens, WMATA  
Marie Travesky, Travesky and Associates  
Dick Wolsfeld, BRW, Inc.

### **OVERVIEW/SUMMARY OF MODEL THEORY**

Gary Kuykendall opened the meeting by explaining that the travel modeling issues to be discussed were of a highly technical nature. Mr. Kuykendall distributed a meeting packet including the following information:

- Meeting agenda
- Notes from a 3-13-97 meeting with TPB Staff
- A 3-12-97 memo from BRW to Mr. Kuykendall discussing approach to travel demand modeling
- A page entitled "Revised Model Calibration Strategy" prepared by KPMG
- A four-page set of tables prepared by KPMG entitled "Production Summary - Internal Counties Only"
- A 3-6-97 memo from Jeff Bruggeman to the Project Management Team discussing model refinement progress
- A six-page writeup by PBQD entitled "Calibration of the Trip Generation Model for the Atlanta Region"
- A one-page table dated 3-13-97 prepared by TPB staff entitled "Final Smoothed Trip Rates"

Mr. Kuykendall explained the purpose of the meeting as a presentation to the TAC by the study team of a revised travel modeling approach. TPB Tech's Travel Forecasting Subcommittee reviewed and approved of this same modified approach in the regional context recently.

Jeff Bruggeman started with an overview of the travel modeling theory. Traditional travel modeling is a four-step, linear process; trip generation, trip distribution, mode choice, and assignment. The region's new modeling specifications, first attempted in the Dulles modeling work, introduced feedback loops into this process. Of these feedback loops, the loop between trip distribution and modal choice remains troublesome. This linkage uses composite impedance which is a dimensionless measure of travel time, cost and distance for both highway and transit modes.

## **SUMMARY OF MARCH 6, 1997 MODEL REFINEMENT PROGRESS REPORT**

Mr. Bruggeman explained that earlier efforts to address concerns with trip distribution identified problems with trip generation particularly for zero-car households. He described a process that involves factoring trip productions by jurisdiction, trip type and auto ownership. The factoring process compares 1990 observed and estimated trip productions to develop a factor that is used to adjust estimated productions. These factors will then also be applied to future trip productions.

## **RESULTS OF MARCH 13, 1997 MEETING WITH TPB STAFF**

Dick Wolsfeld referred to BRW's memo dated March 12 that recommended abandoning the composite impedance approach to trip distribution for all trip purposes other than home based work. For these other trip purposes, a time-based gravity model will be used for trip distribution where impedance is measured using composite transit and highway travel times and distance.

Mr. Kuykendall with several others on the team reiterated that this recommendation was reviewed with the appropriate TPB subcommittee which supported the recommended approach.

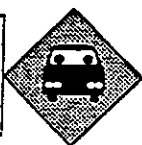
## **TAC RESPONSE TO SUGGESTED APPROACH TO MODELING FOR I-66 MIS**

Tom Blaser and Bob Moore both endorsed proceeding with the recommended approach to travel modeling. TAC members' questions regarding model operations and options included:

- Is there another way to get to a workable model? Could the I-66 model refinement process be merged with the COG process? The Study Team responded that this had been considered. However, critical model components, in particular the transit network, will not be ready for many months perhaps not until mid or late Fall, 1997.

- How does trip generation in the Dulles model compare to the adjusted trip generation in the revised model? The Team responded that there is a relatively small change in the number of trips but this has not been fully evaluated as yet.
- Why should we continue to use a composite impedance function for distributing home-based work trips? Team response was that home based work trips involve more complex decision making and fewer destination choices, and that theoretically composite impedance does a better job modeling these. Non-home-based work trips have more destination opportunities, and the proposed approach should adequately model these.
- How do the procedures in the model compare to the original TPB model specification? The Team responded that the recommended model procedures are generally consistent with the TPB specifications although some aspects have been simplified. The model will be further refined in the future.

The meeting adjourned at approximately 3:30 PM.



## TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

February 20, 1997, 1:00 PM

Fairfax County  
Office of Transportation Room 106

### AGENDA

- |      |       |   |
|------|-------|---|
| 1:00 | 1.    | Introductions   |
| 1:05 | 2.    | Review and approval of minutes of November 21, 1996 and December 5, 1996 TAC Meetings (Attachments #1 and #2)                     |
| 1:10 | 3.    | Status report on travel modeling activities   |
| 1:15 | 4.    | Summary and discussion of Route 29 Corridor Development Study public information meeting held on January 27, 1997 (Attachment #3) |
|      | -     | Clarification of the role of the I-66 PAC on the Rt. 29 Study   |
| 1:45 | 5.    | Review and discussion of Screen 2 Multi-Modal Strategy Definition (Attachment #4)   |
|      | A.    | Overview of strategy definition process   |
|      | B.    | Comparison to TAC recommendations (Attachment #5)   |
|      | C.    | Review of individual strategies   |
| 2:30 | BREAK |   |
| 2:45 | D.    | Review of Enhanced Baseline bus routes and suggestions for 'Super Bus' strategy   |
| 3:45 | 6.    | Approval of Screen 2 Strategies for PAC Consideration   |
| 3:55 | 7.    | Next Meeting  |
| 4:00 | 8.    | Adjourn   |



**DRAFT****I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING**February 20, 1997, 1:00 PM  
The Herrity Building -- Room 106**Attending:**Technical Advisory Committee

Kathleen Benton, NVTC

Tom Blaser, Prince William County

Eduardo Cordero, FHWA Virginia Division

Angela Fogle, Fairfax County Transportation

G. Toni Giardini, MWCOG/TPB

Randy Hodgson, Fauquier County

Kathy Ichter, Fairfax County Transportation

Bob Kuhns, City of Fairfax

Eric Marx, PRTC/OmniRide

Bob Moore, Fairfax County Transportation

Valerie Pardo, VDOT NOVA

Steve Rapley, FHWA Region 3

Jeffrey Reinbold, NPS

Steve Roberts, VRE

Richard Stevens, WMATA

Robert Sutton, NPS

Phil Hopkins, VDOT

Irua Kutzleben, VDOT Culpepper District

Gary Kuykendall, VDRPT

Lewis Grimm, TY Lin

Rick Nau, BRW

Carol Ann Perovshek, Mary Means &amp; Associates

Tracey Pilkerton, Travesky &amp; Associates

Deborah Pyzdrowski, Mary Means &amp; Associates

Post-It Fax Note	7671
To	RICK NAU
Co./Dept.	BRW
Phone #	
Fax #	

**DRAFT****INTRODUCTIONS**

Kuykendall welcomed all and started the meeting with a round-robin introduction session.

**REVIEW OF PAST MEETING MINUTES (Attachments #1 & #2)**

No comments or changes requested to November 21, 1996 or the December 5, 1996 Technical Advisory Committee meeting minutes.

**TRAVEL MODEL ACTIVITY UPDATE**

A memo from Jeff Bruggeman, the travel demand forecasting consultant, was distributed prior to the meeting to TAC members. Bruggeman memo stated that work on model was proceeding according to directions given at last Travel Demand Subcommittee meeting. Currently tests are being run on existing model to identify problems. Once problems are identified, the model will be recalibrated. Bruggeman initially estimated 90 days to complete this work, however certain aspects of the recalibration are not going as well as anticipated. An acceptable travel forecasting model is expected in March.

Committee expressed the concern that the 90 day scenario presented by Bruggeman was overly optimistic considering the significance of some the issues that needed to be resolved.

Nau acknowledged the TAC's concern related to the time necessary to adequately address model issues. Kuykendall also added that the team could not guarantee that Bruggeman could meet all of the TAC's expectations for the enhanced travel forecasting model.

**ROUTE 29 CORRIDOR DEVELOPMENT STUDY PUBLIC INFORMATION MEETING (Attachment #3)**

Members received a summary of the January 27th public meeting in their meeting packets. Nau commented that participants were generally pleased with meeting format and presentation displays. A majority of respondents prefer no bypass or wanted to designate a portion of I-66 as Route 29. Comments also reveal that there is no overwhelming consensus on the location of any Battlefield Bypass if one were to be built.

Reinbold reported that some residents felt 'trapped' when posed the question: "Should 29 be relocated?" Some residents felt that if they answered yes to such a question, then they would be interpreted as endorsing the alignments presented at the meeting. Therefore, even though some residents felt that Route 29 should be relocated outside of the Battlefield, they answered no because they did not like any of the presented alternative alignments.

Blaser stated that Route 29 improvements or relocations are not only a local issue but hold regional significance as well. Nau acknowledged the point and followed it up by stating that public comment was one of many factors being analyzed.

Nau added that the team was continuing to accumulate technical information. Next steps involved travel demand forecasting as soon as an acceptable model is developed, and a second public meeting to present the set of recommended improvements and/or alignments. The time needed to complete the Route 29 Corridor Development Study is contingent upon the development of the travel model.

**SCREEN 2 MULTI-MODAL STRATEGIES (Attachment #4)**

# DRAFT

Nau reviewed the methodology used by the project team to develop the multi-modal strategies. The team took the four primary modes represented in the alternative elements: SOV expansion, HOV expansion, LRT extensions, and Metro extensions, and developed multi-modal strategies of two or three mode combinations. The was mutual understanding of the methodology among committee members.

Nau pointed out that two new alternative elements were considered by the team when developing multi-modal strategies: 1) the 'SuperBus' alternative 2) the widening and addition of genreal purpose express lanes on I-66. The team had not consider an alternative that would include county Comprehensive Plan improvements that were not part of the CLRP.

Single mode strategies were not considered because Screen 1B determined that no single mode would solve the traffic problems in the Study Area. Due to the small impact of VRE in relation to other modes, it was temporarily removed from analysis and does not appear in any of the multi-modal strategies listed. However, if VRE performs favorable as a separate mode in Screen 2, then it would be added to multi-modal strategies prior to Screen 3.

There was committee concern that the multi-modal strategies were overly aggressive and could be interpreted as an 'all-or-nothing' approach. Hopkins explained that the team's approach was to begin with 'maximum improvement' strategies, run the model on each, and then scale back or modify from there. Termini for any modes would be determined by Screen 2.

Rapley encouraged the team to simultaneously pursue both a preferred multi-modal strategy and an investment or phasing strategy.

There were several committee concerns related to the ability to compare or contrast between modes among strategies. Kuykendall acknowledged that certain compare/contrast opportunities may be lost via the strategies presented.

There was committee concern that no strategy included improvements to I-66 west of Centreville. Screen 1B results showed heavy congestion west of Centreville, at least one strategy should address this. Hopkins explained that SOV on I-66 west of Gainesville would be addressed via Screen 2.

There was also concern that Strategy #2 included LRT on Route 28 even though Screen 1B did not show congestion on Route 28.

Benton questioned whether Strategy #11 would eliminate existing HOV lanes. Nau stated that the text description was not very clear. The intent of this strategy is to coincide and reflect Beltway MIS recommendations. Nau would double check Beltway MIS recommendations to make sure that text description of Strategy #11 reflected Beltway HOV, SOV, and express lane recommendations.

Kuykendall concluded that the concerns expressed by the committee generally fell into the following categories:

1. The extent of improvements represented by the strategies
2. The ability to compare/contrast impacts of modes by the strategies

## DRAFT

3. The relation between strategies and Screen 1B results
  4. The relation between strategy descriptions and maps
- Committee recommended that each strategy be represented by text and by a map. Text should include a description of the strategy and any practical implications. Descriptive text and map should be adjacent for easy reference.
  - Committee agreed to add a thirteenth strategy that would represent improvements from county comprehensive plans that are not part of CLRP. County representatives agreed to supply this information to the project team.
  - Committee advised against any strategy that would combine all 4 modes: SOV, HOV, LRT and Metro.

### MARCH 13, 1997 POLICY ADVISORY MEETING

Kuykendall stated that the PAC agenda would consist of a summary of the Route 29 public meeting and a review of Screen 2 strategy definitions.

In addition to text and map changes, the committee encouraged the team to keep the strategy overview (pages 9-11) as part of the PAC presentation.

### NEXT MEETING

The 'back-up' TAC meeting tentatively scheduled for February 27th is canceled. The next meeting is planned for March 20th, 1:00 PM at Northern Virginia VDOT offices.



## **I-66 Corridor MIS**

### **Technical Advisory Committee (TAC) Meeting**

December 5, 1996 1:00 PM

VDOT NOVA District Office - Building Conference Room

#### **AGENDA**

- |      |    |  |
|------|----|--|
| 1:00 | 1. | Review of minutes of November 21, 1996 TAC meeting   |
| 1:05 | 2. | Review process to develop multi-modal alternatives for Screen 2.   |
| 1:15 | 3. | Further review of "key findings" and discussion of their implications to Screen 2 multi-modal alternatives for presentation to the PAC at their 12-19-96 meeting.<br><i>(NOTE: As soon as summaries of the work done on the 21st are available I will transmit them to you.)</i> |
| 1:30 | 4. | Breakout groups to refine Screen 2 multi-modal alternatives.   |
| 3:15 | 5. | Breakout Group Reports.  |
| 4:00 | 7. | Summarize Screen 2 progress to date for 12-19-96 PAC Meeting.  |
| 4:25 | 8. | Next Meeting - January 16, 1996 (NOVA District Office).  |
| 4:30 | 9. | Adjourn.   |

I-66 MIS TAC MEETING MINUTES  
December 5, 1996  
VDOT Northern Virginia District Offices

**DRAFT**

Attending:

TAC Members and Representatives

Tom Blaser, Prince Wm. County  
Farid Bigdeli, VDOT NOVA  
Ray Burkhardt, VDOT NOVA L&D  
Edgardo Cordero, FHWA  
Angela Fogle, Fairfax County  
G. T. Giardini, MWCOG  
Phil Hopkins, VDOT TPD  
Gary Kuykendall, DRPT  
Bob Moore, Fairfax County  
Richard Stevens, WMATA  
Valerie Pardo, VDOT NOVA  
Jeff Reinbold, NPS (Manassas National Battlefield Park)

Consultant Team

Jeff Bruggeman, KPMG  
Lewis Grimm, TY Lin  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Marie Travesky and Associates

*Two meeting sessions were held at NOVA VDOT offices on December 5, 1996. The first session, which convened from 11:30 AM to 1:00 PM, focused on the Route 29 Corridor Development Study. The second session scheduled for 1:00 to 4:30 PM dealt with the I-66 MIS, specifically the development of multi-modal strategies for Screen 2. The following attendance list and notes are inclusive of both meeting sessions.*

## **ROUTE 29 CORRIDOR DEVELOPMENT STUDY SESSION**

This session was held in response to requests by several TAC members who wanted to discuss the Route 29 Corridor Development Study in more detail.

The Study Team informed members about the intended public information meeting for January 27, 1997 at Mountainview Elementary School in Haymarket. Planned in an "open-house" format with four identical exhibit areas with maps and word boards, each areas would be staffed for interaction between visitors, staff and the displays. Drop boxes would be provided to collect citizen comments forms.

A Route 29 newsletter mock-up was distributed to the committee. The newsletter will announce the January 27th public meeting and provide an introduction and orientation about the Route 29 study. Committee members responded favorably to the newsletter mock-up with some minor textual and graphic changes suggested such as use a smaller font for leaders on map, and change the character of the line depicting the 234 Bypass to differentiate segments that are in the CLRP and those that are in county comprehensive plans only.

Reinbold stated that the National Park Service 's major concern as a participant in the Route 29 planning process was the negative historical and environmental impact resulting from the park being split in two by existing Route 29.

The session ended with the group agreeing that Policy Advisory Committee members should receive newsletter text and related color map ASAP.

## **I-66 MIS SESSION**

### **Introductions**

Kuykendall began by briefing the full TAC on the Route 29 session just held (see above). He stated that project team planned to hold a Route 29 TAC session prior to each regular I-66 MIS meeting for the duration of the study.

### **Past Minutes**

It was noted that the October 29, 1996 TAC minutes needed to be changed to reflect the attendance of Ken Lantz from VDOT.

It was noted that November 21, 1996 TAC attendance list had the name "Rick Stevens" misspelled.

### **Expanded Bus Network**

Based on Screen 1B results which showed a large increase in shorter, intra-county trips, several members expressed interest in some type of expanded bus network that went beyond the current Enhanced Baseline alternative. Members pointed out that such an "expanded suburban bus network" might provide some solutions in making linkages to destinations such as Tyson's Corner, while providing a intermediate level of transportation improvement between the Enhanced Baseline and the other more capital intensive alternatives. Suggestions were made to not only explore options in coverage but also in headway frequency.

Bruggeman suggested leaving the Enhanced Baseline as part of every alternative and creating an additional alternative to be referred to as "maximum bus alternative." He felt that Screen 3 would be the best place to draw the distinction between these two types of transit alternatives. He also pointed out that going beyond the CLRP would create some accuracy risks within the model.

In related discussion, Hopkins mentioned that at recent Regional MIS meeting the TPB made an important decision regarding the relationship between baseline alternatives and other more capital intensive alternatives. As an example, Hopkins stated that if one assumes an Enhanced Baseline in all alternatives, then the Enhanced Baseline component must be implemented first or at the same time as the rest of the alternative. He warned that projects could be delayed if the entire alternative was not implemented as a whole.

Kuykendall, who had attended the same MIS meeting, had a different understanding of the TPB's decision. Kuykendall thought that the point the TPB was trying to make was that whatever alternative was being advanced in a MIS, whether as a whole or in phases, it needed to meet conformity requirements at all times. In other words, if one part of an alternative did not meet conformity requirements, it could not be implemented on its own -- even if when combined with the remaining parts upon completion the entire alternative should meet conformity requirements.

Because of the novel nature of the MIS process in Northern Virginia, Kuykendall suspected that these recent TPB discussions/decisions would probably be debated for months. In an effort to move the meeting along, he suggested taking the information under advisement and moving on with the agenda.

### **Development of Multi-Modal Strategies for Screen 2.**

The results of the breakout group workshop from the November 21, 1996 TAC meeting were distributed. One of the groups had identified ten multi-modal concepts for Screen 2 that required refinement in terms of the extent of improvements. The other group focused primarily on trying to define travel characteristics that would direct the definition of Screen 2 strategies.

The committee discussed the extent Screen 1B results should be considered in the multi-modal strategy selection process versus the influence of professional experience and logic. Some stated that Screen 1B provided no significant findings or conclusions that could provide definitive guidance for strategy selection, while others were uncomfortable with the accuracy of Screen 1B results and defining Screen 2 investment strategies prior to gaining more detailed information (particularly travel demand forecasting).

There was discussion about running "diagnostic alternatives" on the model to try and better define the true needs that multi-modal strategies should address. The group was reminded that any diagnostic runs would be made with the regular Dulles model because the model using the expanded cordon and new zone structure is not yet dependable for this study.

There was discussion of the implications of proceeding with the development of multi-modal strategies while simultaneously working to get the expanded model running. Several members stated that if the multi-modal strategy development continued, following a logical procedure while utilizing existing data and the professional intuition of committee members that the process would be defensible. Others felt that strategy development should be postponed until the expanded model was functioning properly.

Nau mentioned that even without the expanded model, the project team could continue working on a number of other Screen 2 concerns including cost\impact analysis, interface between modes, and LRT along Route 28 Bypass.

Bruggeman also added that if the group could agree on element definitions -- including any additional alternatives (i.e., expanded suburban bus network) -- that research could be done on related issues (i.e., parking, access roads, etc.).

Moore suggested doing a desegregation of market or select link analysis. Others suggested doing a Trip Table instead of a Select Link analysis. There was a request for information on current ridership and stations boardings for trains. Pardo and Moore agreed to coordinate on Trip Table and Select Link analysis.

Nau led a discussion to review strategies suggested for Screen 2 analysis. The committee discussed the following strategies:

- 'Superbus' or maximum transit alternative with post-CLRP roadway improvements
- 'Superbus' with post-CLRP roadway improvements and barrier separated HOV lanes on I-66 in both directions
- Metrorail extension to Gainesville
- Improvements to I-66, Rt. 50 and Rt. 29 with VRE extension to Haymarket

- Adding SOV capacity to I-66 to meet forecast travel demand with 12 lanes on the Beltway
- Barrier separated HOV lanes with improvements to I-66, Rt. 50 and Rt. 29 and VRE extension to Haymarket

The committee ended the discussion by agreeing that the Study Team should consider all of the advice of the TAC and develop a package of Screen 2 multi-modal strategies for review by the TAC at their next meeting.

#### **Next Meeting**

There was a suggestion to cancel the December 19th PAC meeting and instead schedule a later meeting perhaps in January following the January TPB meeting. A VDOT representative should be invited to the PAC meeting to give a report on the TPB meeting.

It was announced that the next TAC meeting, following the regular schedule of the third Thursday, would be January 16th.

The meeting was adjourned .

## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

November 21, 1996, 1:00 PM

VDOT NOVA District Office - Building Conference Room

#### **AGENDA**

- |      |    |   |
|------|----|---|
| 1:00 | 1. | Review and approval of minutes of September 19, 1996 TAC meeting (Attachment #1).   |
| 1:10 | 2. | Report on the 10-29-96 PAC meeting.   |
| 1:30 | 3. | Review of "key findings" and discussion of their implications to Screen 2 multi-modal alternatives.<br>(Attachment #2: Planning Assumptions summaries, study original Problem Statement summaries, and graphics from the recent CLRP modeling using the new model, expanded cordon, refined zone structure. Additional "key findings" from this CLRP modeling will be presented from the November 20th meeting of the modeling subcommittee.) |
| 2:30 |    | BREAK   |
| 2:45 | 4. | Review process to develop multi-modal alternatives for Screen 2.  |
| 3:00 | 5. | Breakout groups to develop 1st draft Screen 2 multi-modal alternatives.<br>(Attachment #3: Plan For Screen 2 Development Breakout Groups.)  |
| 4:15 | 6. | Breakout Group Status Reports and discussion of next steps in this process.   |
| 4:25 | 7. | Next Meeting - December 4, 1996 - 1:00 PM NOVA District Building Conference Room Terrace Level.   |
| 4:30 | 8. | Adjourn.  |

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**November 21, 1996**

**VDOT NOVA District Office -- Terrace Conference Room**

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**Attending:**

Kathleen Benton, Northern Virginia Transportation Commission  
Farid Bigdeli, VDOT NOVA  
Angela Fogle, Fairfax County  
G. Toni Giardini, MWCOG/TPB  
Randy Hodgson, Fauquier County  
Bob Kuhns, City of Fairfax  
Eric Marx, PRTC/OmniRide  
Bob Moore, Fairfax County  
Valerie Pardo, VDOT NOVA  
Steve Rapley, FHWA, Region III  
Stephen Read, Prince William County, Public Works  
Jeff Reinbold, NPS  
Rick Steven, WMATA

Phil Hopkins, VDOT TPD  
Gary Kuykendall, Project Manager, DRPT

Lewis Grimm, TY Lin  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Marie Travesky and Associates  
Dick Wolsfeld, Consultant Team Leader, BRW



## **MINUTES OF LAST MEETING**

The Committee approved the minutes from both the September 9th and September 19th Technical Advisory Committee meetings.

## **REVIEW OF 10/29 POLICY ADVISORY COMMITTEE MEETING**

Kuhns reported that the Policy Committee meeting was very well run and productive. However, he suggested placing "action items" for the PAC between the 15 and 45 minute points in their meetings to counter act late arrivals and early departures by its members.

Major discussion points identified by Kuhns were:

- PAC decision not to set a cap on the cost of any multi-modal strategies during the analysis phase.
- PAC decision to drop any reference to additional SOV in the planning assumption dealing with air quality and rewording it to read: "The preferred strategy will meet air quality conformity requirements."
- Consensus by the PAC that two or more mode changes on any alternative would make the alternative undesirable by consumer service standards.
- PAC instruction to provide understandable data and background to justify the removal of any alternative(s) for the duration of the study.
- Leo Bevon's discussion which encouraged reintroducing N/S LRT in the Route 28 Corridor as an alternative to LRT or Metro within Route 50's median.

There was discussion regarding whether or not revisiting LRT within the Route 28 Corridor would preclude further study of LRT or Metro along Route 50. Kuykendall did not believe that anything would be precluded by taking another look at LRT along Route 28. Kuhns thought other wise based on Bevon's presentation and impression from Chairman Lee at the PAC meeting. Kuykendall acknowledged the confusion and stated that he would contact Bevon and Lee to clarify.

## **ROUTE 29 CORRIDOR DEVELOPMENT STUDY**

Nau explained that a public meeting initially scheduled for mid-December had been postponed due to "the transportation study public meeting overload" that Prince William and Fauquier Counties were experiencing due to the Manassas Rail Relocation Study, the Western Transportation Corridor Study, and a separate study spearheaded by Supervisor Wilbourn. The team felt that its efforts would be better aided by waiting to hold its public meeting in mid to late January.

However, Nau added that a newsletter would be distributed in December to introduce the Route 29 study between Warrenton and Centreville and to announce the January public meeting (still to be scheduled).

A revised 11 x 17 map was distributed to the Committee showing not only the initial set of potential alignment corridors, but their associated issues and concerns as stated by local jurisdictions and the NPS. Although each potential study corridor is represented on the map by a single, solid line, each corridor would actually be 1,000 feet wide.

Nau pointed out that Alignment A2 had been added to bypass a potentially historically significant site known as Stoney Ridge. According to local sources, Stoney Ridge is the location where General Lee gathered his troops before heading into battle.

The note on the map referring to the Richmond Bypass will be changed to read: "New Baltimore Bypass."

Read pointed out that A1, A2, A3 & A4 all ran through areas in Prince William that are undergoing a rezoning. He encouraged the team to contact Prince William staff to discuss.

Moore advised the team to be more consistent when describing alignments as "Not Consistent with Comprehensive Plan." He pointed out that many of the alignments shown within Fairfax County are not consistent with the county's comprehensive plan, yet are not identified as such.

Reinbold stated that many people were expecting to see a map in the newsletter that would go out in December. He wanted to know if the team had responded to Supervisor Seefeldt's request to remove the red-lined alignments off the map since the purpose of the study was to remove Route 29 from park property.

Hopkins explained that relocating Route 29 outside of the park was not the sole purpose of the study. The study would analyze potential alignments outside of the park. If relocation outside of the park was not feasible, the recommendation would be to keep the existing Route 29 operational. The study would not recommend any new alignments within the park, however, a recommendation to keep existing Route 29 operational would not preclude future widenings of the road.

#### **KEY FINDINGS OF SCREEN 1B**

Nau distributed handouts entitled: "Findings, Comments, Suggestions from past meetings."

He noted that the handout contained findings from a November 20th meeting of the Travel Forecasting Subcommittee. The Subcommittee met to review travel modeling results from the Expanded Cordon Dulles Model with Round 5.3 Land Use. These modeling results were compared to travel forecasts prepared for the Dulles Rail Study, travel forecasts prepared for Screen 1B, and other sources of regional travel information. These comparisons yielded the following major concerns about the model:

1. Shortening of trip lengths -- The model predicts a substantial increase in intra-area trips resulting from growing employment in this part of Northern Virginia (i.e., Tyson's Corner, Fair Lakes/Oaks). This increase in intra-area trips results in a decrease in average trip length.
2. Over simulation of bus transit trips -- The model predicts more total transit trips than are indicated by census data. Because the model is calibrated to reproduce rail transit trips, over simulation of bus transit trips is indicated. This may be due to inaccuracies in census data. Steven suggested getting additional bus information from Jim Hogan at MWCOG.

3. Under-projection of rail transit trips -- The model predicts around 280,000 less riders compared to the Regular Dulles Model with 5.2 Land Use. An explanation for this under-projection can not yet be determined. The group agreed that even though significant socio-economic changes had occurred in the District, they would account for the total reduction in rail ridership. Read urged the team to double check the calibration of the Orange Line in Northern Virginia. Based on the results from the model run, the Orange Line was a possible source of a 20% drop in ridership (100,000 riders).

The Committee felt that additional review of the model results would be required to using the model for Screen 2 evaluation. The Committee will need to decide if the inconsistencies need to be fully explained and fixed before running Screen 2 on the multi-modal strategies, OR if the model can be "tweaked" to perform more consistently with previously run forecasts from other studies. The group agreed that it could begin defining multi-modal strategies without resolving the validation issues.

Other findings included:

- Intra-area trips will be increasing, but these trips will be shorter. Implications for closer spacings of stations or stops.
- Radial commuting will continue to grow, but not as quickly as intra-area commutes.
- Many planned roadway improvements in the Manassas area were included in the CLRP and the model run, yet, this area still shows very high volume/capacity ratios.
- V/C ratios remain high west of Fair Lakes (I-66 & Route 50 interchange).

The Travel Forecasting Subcommittee will meet to try and resolve these validation issues before the Expanded Model is applied to Screen 2 strategies. The key question remains: How consistent do measures need to be before Committee feels comfortable moving forward with Screen 2?

**BREAK**

#### **SMALL WORK GROUPS / REPORT OUT**

The committee broke into two working groups to begin putting together alternative elements to form potential intermodal strategies that would be evaluated in Screen 2.

Group 1 identified three new alternative elements:

1. Barrier Separated Express Lanes (general purpose traffic) in Both Directions along I-66, with additional HOV access provided.
2. Post CLRP Network -- Included would be full CLRP plus a selected number of additional highway projects which are identified on the current county comprehensive plans.
3. An Expanded Suburban Bus Network -- As an option to major fixed guideway transit investment. This would consist of a mix of express, line-haul, and local circulator/feeder bus service.

Group 1 also identified two variations of existing alternative elements:

1. Barrier Separated HOV Lanes in Both Directions -- At least two lanes in each direction.
2. North/South LRT Along Route 28 From Manassas to Dulles Airport -- Feeder and line-haul service related to Metrorail extension to Centreville.

The ten multi-modal strategies developed by Group 1 include:

1. 4C - Improvements to I-66, Route 29 and Route 50  
5 - VRE Extension
2. 3C - Barrier Separated HOV (extend to Route 234 in Manassas)  
4C - Improvements to I-66, Route 29 and Route 50  
5 - VRE Extension
3. 4C - Improvements to I-66, Route 29 and Route 50  
5 - VRE Extension  
7A - Metrorail to Gainesville
4. 3B - HOV Extension on Route 29  
4C - Improvements to I-66, Route 29 and Route 50  
Two-way Barrier Separated Express Lanes
5. 4C - Improvements to I-66, Route 29 and Route 50  
6C - LRT to Route 28/50 and Manassas
6. 7A - Metrorail to Gainesville
7. Two-way Barrier Separated HOV (two lanes each direction)  
Post CLRP Network  
Expanded Suburban Bus Network
8. VRE Extension  
North/South LRT Along Route 28  
7A - Metrorail to Gainesville
9. 3C - Barrier Separated HOV  
4A - Improvements to I-66  
5 - VRE Extension
10. 6B - LRT to Manassas  
7A - Metrorail to Gainesville

Group 2 identified three multi-modal strategies that involve existing alternative elements, variations on existing alternative elements, and new alternative elements:

1. Expanded Bus Network (beyond Enhanced Baseline)  
Barrier Separated :HOV-3+ with Direct HOV Access
2. Metrorail to Centreville  
Concurrent HOV on I-66  
Additional SOV lanes on I-66 and on Beltway for lane balancing purposes

3. Reduce Metrorail headways from 6 minutes to 3 minutes (Vienna as terminal station, would preclude Dulles Rail)  
Expanded Suburban Bus Network

#### **NEXT MEETING**

The group discussed moving the next TAC meeting scheduled for December 4th to December 5th, and utilizing the afternoon of December 4th for the Travel Forecasting Subcommittee meeting. No decision was reached on scheduling changes. Room availability will be checked and Committee members will be advised of any meeting changes.

## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

October 3, 1996, 1:00 PM

#### **AGENDA**

- |      |    |   |
|------|----|---|
| 1:00 | 1. | Introductions   |
| 1:05 | 2. | Review and approval of minutes from September 19, 1996 TAC meeting (Attachment #1)  |
| 1:10 | 3. | Review of Draft Report: Screen 1B Travel Demand Modeling Results*   |
|      |    | <ul style="list-style-type: none"><li>• Executive Summary (Attachment #2)</li><li>• Comments on Draft Report<ul style="list-style-type: none"><li>- Comments of Travel Forecasting Subcommittee</li><li>- Comments on Forecasts (Chapter 4.0)</li><li>- Comments on Alternatives<ul style="list-style-type: none"><li>- Alternatives to be dropped</li><li>- Alternatives to be retained</li><li>- Alternatives to be modified</li></ul></li></ul></li><li>- Advice for the PAC</li></ul> |
| 3:00 | 4. | Route 29 Corridor Development Study   |
|      |    | <ul style="list-style-type: none"><li>• Schedule</li><li>• Public and Agency Involvement Program</li><li>• Candidate Alignment Options</li><li>• Resource Maps</li></ul>  |
| 3:45 | 5. | Next Meeting  |
| 4:00 | 6. | Adjourn   |

\* A copy of this report is enclosed if you were not at the 9/19/96 TAC meeting.

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**  
**October 3, 1996**  
**Northern Virginia VDOT Offices – Large Training Room**

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**Attending:**

Technical Advisory Committee

Kathleen Benton, NVTC  
Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Ray Burkhardt, VDOT NOVA  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/DTP  
Kathy Ichter, Fairfax County  
Bob Kuhns, City of Fairfax  
Eric Marx, PRTC/OmniRide  
Bob Moore, Fairfax County  
Valerie Pardo, VDOT NOVA  
Steve Rapley, FHWA Region 3  
Jeff Reinbold, NPS  
Rick Stevens, WMATA

Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT/TPD

Consultant Team

Peter Bonnaccorsi, Dewberry & Davis  
Lewis Grimm, TY Lin  
Diana Mendes, BRW  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.  
Dick Wolsfeld, BRW

## **INTRODUCTIONS / DISTRIBUTION OF MEETING MINUTES**

Kuykendall opened the meeting at 1:15 PM. Participants introduced themselves. With copies of September 19th TAC meeting minutes distributed at the meeting, Kuykendall suggested TAC review and approval during the November meeting.

## **REVIEW OF DRAFT REPORT: SCREEN 1B RESULTS**

### ***Executive Summary***

Primary concerns expressed relate to accuracy and consistency and the effectiveness of the matrix format. Key suggestions include:

- Reword implications as neither positive or negative
- Consistency in presentation of information (i.e., Elements 6A and 6B are separated in report but presented as 6C in summary chart)
- Note that recommended action is to evaluate alternative 3C in Screen 2
- Distinguish between modelled new transit riders and existing transit riders
- Clarify distinctions between Person Trips and Vehicle Trips
- Simplify chart by completely removing the Travel Characteristics column
- Add page number references for additional discussion
- Use report Table 17, but remove numbers.

Some participants discussed at length recommendations to "drop" elements based on Screen 1B forecast data, particularly, the recommendation to drop element 3A/Concurrent HOV-2+ on I-66 west of the Beltway. Screen 1B forecasts showed that vehicle traffic on I-66 would be high enough to exceed the capacity of existing HOV-2+ concurrent lanes. Even though the model predicts that existing HOV-2+ concurrent lanes would not be able to carry future traffic volumes, Kuhns was not convinced that it should be totally dropped from the process. He inquired as to the ability to revisit 3A/Concurrent HOV-2+ lane later in the process or the possibility of redefining it to a concurrent HOV-3+ lane. Benton expressed support at dropping 3A as it was currently defined, but suggested that enough flexibility remain in the study to allow some sort of sensitivity tests to be run for concurrent HOV-3+ lanes.

### ***Comments on Draft Report***

A member wanted to know why travel times for LRT and Metro (from Fairfax City to Farragut Square) were higher under Alternatives 6C, 7A and 7B in Table 6A.

The Travel Forecasting Subcommittee met on September 26th and suggested that numbers within the tables be rounded to depict a more appropriate level of accuracy. Some members were expecting to receive a revised report in which the rounding function was implemented. Nau explained that time constraints did not allow for a revised report to be available at the meeting. A revised report will be mailed out to members prior to the PAC meeting that would take place at the end of October.

Moore explained that in order to effectively brief his elected officials on such a vast amount of data, he would need to review the report more carefully.

### ***Comments on Alternatives and Consultant Recommendations***

Blaser reiterated Prince William's desire for the study team to utilize the Route 28 Bypass for Alternative 6B/Light Rail Transit and suggested a meeting between Prince William staff and



project team members to speak to the issue. Nau acknowledged the need for such a discussion and stated that the study was definitely looking at redefining Alternative 6B by utilizing the Route 28 Bypass instead of the current Route 28. Moore expressed concern over using the Bypass as the route for a light rail alternative.

After much discussion, the majority of members did not have objections to consultant recommendations to drop or carry forward alternatives. However, Kuhns and Moore stated that they were not familiar enough with the data presented in the report to agree to the recommendations made by the consultant team.

Kuhns wanted to know when the TAC would have the chance to redefine remaining alternatives.

#### **ADVISE ON PAC PRESENTATION**

Several members had suggestions for the presentation of Screen 1B results to the PAC:

- Restructure the summary into a "real" presentation that includes 1) Where we are in the process; 2) Review of all the alternatives; 3) Results of Screen 1B and recommendations.
- Emphasize that no single element will improve roadway level of service. (We have data to determine just how bad it is in the corridor).
- Point out fatal flaws of those alternatives that the consultant recommends not carrying forward for further study.
- Present options for the redefinition of dropped alternatives.

#### **ROUTE 29 CORRIDOR DEVELOPMENT STUDY (Overview handout and color map)**

Nau reviewed a set of alignment options for Route 29 between Warrenton and Centreville. Initial analysis based on meetings with local jurisdictions has determined a small pool of viable candidate alignments:

- A segment of I-66 from Centreville west to Route 15 in Haymarket could be redesignated as Route 29
- A northern alignment that would utilize portions of the Tri-County Parkway, travel north of the Battlefield and connect to Route 15 in Haymarket
- Alignments running parallel and to the south of I-66.

The study will continue to consider northern alignments and other alignments that may not be consistent with current county comprehensive plans. The eventual product will be a family of alternatives rather than just one alignment.

Key milestones of the Route 29 Corridor Study tentative schedule are:

October 28, 29, or 30	Discuss candidate alignments with PAC
Mid-November	Public workshops to review alternatives
Mid-December	Draft report by BRW to Project Management Team
Mid-January	TAC comment on draft report
Mid-February	PAC comment on draft report

Hopkins briefly explained the history of the Route 29 study within the state of Virginia beginning with ISTEA legislation which identified Route 29 as a high-priority roadway, making it eligible for Federal funding for improvement studies. The entire length of Route 29

was divided into segments. These segments were submitted one by one over the years in order to receive funds. Route 29 east of Centreville may be funded in the future if the Federal program remains in effect.

#### **NEXT MEETING**

The next TAC meeting is scheduled for November 21, 1996 at 1:00 PM in the Terrace Conference Room of NOVA VDOT.

# **I-66 CORRIDOR MIS**

## **TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

September 19, 1996, 1:00 AM

### **AGENDA**

- |           |    |   |
|-----------|----|---|
| 1:00      | 1. | Review and approval of minutes of August 15 and September 5, 1996 TAC meetings (Attachment #1 and #2) |
| 1:10      | 2. | Final review of Revised Planning Assumptions prior to distribution to PAC (Attachment #3)             |
| 2:00      | 3. | Discussion of Screen 1B evaluation results and conclusions  |
| 2:30-2:40 | 4. | BREAK   |
| 2:40      |    | Continue discussion of Screen 1B Evaluation Results   |
| 4:00      | 5. | Project Schedule (Attachment #5)  |
| 4:25      | 6. | Next Meeting  |
| 4:30      | 7. | Adjourn   |

# **I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**September 19, 1996**

**Northern Virginia VDOT Offices — Terrace Conference Room**

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## **Attending:**

### Technical Advisory Committee

Tom Blaser, Prince William County  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/DTP  
Bob Kuhns, City of Fairfax  
Eric Marx, PRTC  
Bob Moore, Fairfax County  
Valerie Pardo, VDOT NOVA  
Stephen Read, Prince William County  
Jeff Reinbold, NPS  
Jeff Tyley, MWAA  
Heather Wallenstrom, NVTC

Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT/TPD

### Consultant Team

Jeff Bruggeman, KPMG  
Lewis Grimm, TY Lin  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.  
Dick Wolsfeld, BRW

## **REVIEW OF MINUTES FROM AUGUST 15th AND SEPTEMBER 5th TAC MEETINGS (Attachments 1 & 2)**

Kuykendall opened the meeting at 1:15 PM. There were no comments related to the two sets of meeting minutes. Both minutes were approved by the group.

## **REVIEW OF PLANNING ASSUMPTIONS (Attachment 3)**

Nau and Kuykendall informed the group about the an implication that arises between Assumption 1 and 2. While #1 states that the study will only assume CLRP projects, #2 states that air quality will not preclude additional SOV lanes on I-66. If additional SOV lanes are added to I-66, without additional SOV capacity on the Beltway, SOV traffic from I-66 would have no where to go. This would create a situation of even more congestion at the I-66 and Beltway interchange than what already exists.

Members had no further comments directly related to the planning assumptions. NVTC would supply the team with a list of comments that had been prepared by Benton, who was unable to attend the meeting.

## **OVERVIEW OF SCREEN 1B RESULTS (Bound report handout)**

Committee members to review in depth and bring additional comments and ideas about Screen 2 alternative configurations (see Table 18, page 57) to October 3 TAC meeting.

Screen 2 will focus on combining separate alternatives into initial strategies.

Bruggeman confirmed that the Northern Virginia MIS model is ready to go for Screen 2.

After providing a brief overview of the report handed out to committee members, Wolsfeld began a more thorough "walk-through" of the more significant findings of the report.

Wolsfeld reviewed the consultant recommendations resulting from Screen 1B (Table 18, page 56), paying particular attention to elements 3A, 6B, 6C, 7A and 7B. The following is a synopsis of his comments:

### **1 Baseline Scenario and 2 Enhanced Scenario:**

Consultant recommends carrying both Baseline and Enhanced Scenarios forward into Screen 2.

### **3A / 3B / 3C HOV Improvements:**

Screen 1B forecasted 11,000 vehicles in a three-hour peak period using HOV-2+ in the corridor. This breaks down to almost 4, 000 vehicles per hour -- greatly exceeding the capacity of the existing concurrent flow HOV lane. Barrier separated HOV may be able to accommodate traffic volumes this high. Consultant recommends dropping 3A, but carrying 3B and 3C into Screen 2.

### **4A / 4B / 4C Roadway Improvements to Routes 29, 50 and I-66:**

Screen 1B forecasted that any of these roadway improvements -- if implemented as separate elements -- would not eliminate traffic congestion. If lanes are added to these arterials, additional vehicles will come and fill them up. Consultant team does recommend taking these elements forward into Screen 2 as part of potential strategies.

#### **5 VRE Extension:**

The VRE extension will be evaluate using the Northern Virginia MIS model in Screen 2, which incorporates an expanded cordon area to more accurately model the western portion of the corridor.

#### **6A / 6B / 6C LRT Alternatives:**

Screen 1B showed ridership of 60,000 passengers per day -- a figure that greatly exceeds ridership in comparable systems now operating in the country. Around 6,000 of those forecasted riders would make the north/south link and transfer between Manassas and Dulles. All of these LRT alternatives have implications for the Vienna Metro Station due to significant increases in the number of people, transfers, and new rail and building structures. On the other hand, because people will be able to ride LRT to Vienna Station rather than drive, the number of Park & Ride users is forecasted to drop by 14,000. Consultant team recommends carrying all LRT elements forward.

#### **7A / 7B Metrorail Alternatives:**

Screen 1B forecasts 90,000 riders on a Metrorail extension to Centreville (Alt. 7A). This figure compares favorably to other station boardings in the Metro system. An extension to Gainesville will be evaluated with the new Northern Virginia MIS model in Screen 2. While ridership on Metrorail extension to Routes 28/50 (Alt. 7B) is comparable to ridership on the Centreville extension, the length of the line plus the required upgrades to Route 50 to accommodate Metrorail stations results in high costs. Due to this high cost factor, the consultant team recommends not carrying 7B forward.

#### **11 Reversible General Purpose Lanes:**

This element will be evaluated using the Northern Virginia MIS model in Screen 2.

#### **Related comments by committee members:**

Kuhns questioned the logic of eliminating 7B (Metrorail Route 28/50) and retaining 6A (LRT on Route 28/50). Wolsfeld explained that Metrorail required significant reconstruction and upgrading Route 50, making it cost prohibitive. LRT could be reasonably accommodated along Route 50 without incurring significant roadway changes.

Blaser inquired as to the right-of-way implications along Route 28 in 6A (LRT on Route 28/50). Wolsfeld stated that there would be ROW issues along Route 28 and 50, but there would not be a continuous ROW issue the length of the light rail line. Blaser reminded the team that Prince William suggests utilizing the Route 28 Bypass for LRT.

Moore requested rough roadway/railway sections to show how new rail and stations related to existing roadway and ROW.

Read wanted to know if the construction costs used in the I-66 MIS were the same/similar to those utilized in making estimates in the Dulles Study. Wolsfeld stated that they were probably not the same, due to the fact that Dewberry & Davis utilized unit costs based on the recent HOV-related construction along I-66.

Blaser reiterated that the team needed to emphasize (to the Policy Committee) why Metrorail to Gainesville would not be evaluated until Screen 2.

Moore stressed that even though Screen 1B showed high ridership and demand for many of the elements, volume/capacity ratios barely change. The Policy committee must be made aware that none of the elements, standing alone, will improve the congestion in the corridor.

The committee requested the consultant team to develop a summary of the result report for use by the Policy Committee. Technical Committee members requested that the summary be available at the October 3 TAC meeting for their review.

Kuykendall announced that a special meeting of the Travel Forecasting Subcommittee would be arranged for those members who had more detailed questions about the Screen 1B result report. This meeting would take place on Thursday, September 26th, 9:00 AM, at NOVA VDOT. Room to be announced.

#### **PROJECT SCHEDULE**

Nau distributed a revised project schedule based on an August 1997 completion date. Nau emphasized the ambitiousness of the revised schedule and its dependency on timely and effective decision making among team, technical committee and policy committee members.

Meeting adjourned at 3:15 PM.





## **I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**September 5, 1996**

**Northern Virginia VDOT Offices -- Large Training Room**

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### **Attending:**

#### Technical Advisory Committee

Kathleen Benton, NVTC  
Farid Bigdeli, VDOT NOVA  
Ray Burkhardt, VDOT NOVA  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/DTP  
Randy Hodgson, Fauquier County  
Bob Kuhns, City of Fairfax  
Eric Marx, PRTC/OmniRide  
Bob Moore, Fairfax County  
Valerie Pardo, VDOT NOVA  
Stephen Read, Prince William County  
Steve Roberts, VRE  
Bob Sutton, NPS  
Richard Stevens, WMATA  
Jeffrey Tyley, MWAA

Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT/TPD

#### Consultant Team

Diana Mendes, BRW  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Denise Nugent, Travesky & Associates, Ltd.  
Dick Wolsfeld, BRW

## REVIEW OF AUGUST 15, 1996 MINUTES

Meeting opened by Kuykendall at 9:10 am. August 15th minutes were distributed to attending members. Kuykendall suggested postponing their review until the September 19 TAC meeting.

## REVIEW OF PROPOSED PLANNING ASSUMPTIONS

Wolsfeld and Kuykendall stated several reasons why the Planning Assumptions were being received by the TAC:

- to make sure everyone is perceiving things similarly and to allow those have differing views or concerns a chance to voice their thoughts
- decisions on planning assumptions may well serve to reduce the number of alternatives available for the development of early strategies
- it is normal procedure for TAC to see information before it goes to the PAC.

Before beginning the review of the assumptions, Nau stated that revisions had been made to them subsequent to TAC receiving them via mail. These changes would be pointed out during the course of discussion.

### Assumption 5

Nau noted changes made in response to TAC comments. The group agreed that this was an acceptable assumption.

#### *Editorial:*

- add the Vienna Metro Station to the list of locations served by PRTC in Background bullet #4

### Assumption 11

The first and last Background bullets were described by some members as the most important. There was concern that the remaining Background bullets were extraneous and clouded the issue. After discussion and clarification regarding Background bullets, the group decided this assumption was acceptable.

#### *Editorial:*

- change Implication bullet 3 to read "transit fare structure."
- change Implication bullet 4 to read "The Dulles Travel Model uses a regionally adopted parking cost algorithm which employment density as a surrogate for parking costs."
- replace the word "can" with the word "may" in Background bullet 5
- add the words "between modes" in both Implication bullet statements to better clarify the costs

#### Assumption 1A & 1B

Kuykendall began discussion by reminding the group that this particular assumption was trying to address the issue of when information from other studies should be included in the I-66 MIS.

Members engaged in lengthy discussion. Members agreed that Assumption 1B was more acceptable than 1A, adding that the MIS's Baseline should always remain the CLRP. Projects from other studies should NOT be made part of the Baseline. Instead, they should be introduced via an additional alternative(s) and a sensitivity analysis done.

It was suggested that an additional Implication statement be added to address the additional cost and time necessary to run sensitivity analysis of additional alternatives generated by the inclusion of projects from other studies.

#### *Editorial:*

- change Winter 1996 to December 1996 in second Background bullet
- change fourth Background bullet to read "Projects are only in CLRP if a funding source has been identified."

#### Assumption 2

The group felt this was an acceptable assumption. However, many felt it could be better clarified by adding: "The addition of peak period SOV may require specific mitigation action."

#### Assumption 3

Members agreed that this was an acceptable assumption.

#### *Editorial:*

- move the second sentence of the assumption which mentions inadequate transportation capacity to a bullet point under Implications
- add a bullet point noting that land use alternatives will not be tested in the I-66 MIS

#### Assumption 4

Following discussion the committee decided that this assumption was not needed.

#### Assumption 6

Following discussion the committee decided that this assumption was not needed.

#### Assumption 7

TAC members supported this assumption. The VRE alternative should be taken forward even though the Norfolk-Southern rail relocation is still being studied and negotiated. In addition, members thought that the cost of the rail relocation is not an issue at this point in the process.

#### *Editorial:*

- add the words *right-of-way* between Norfolk-Southern and rail in the assumption
- remove third and fourth Background bullets

-- remove last Implication bullet

#### Assumption 8

Members wanted this assumption to show I-66 east of the Beltway as an HOV-3+ facility.

#### *Editorial:*

the subject matter of Background bullet points should include the following:

- 1) Beltway HOV as HOV-3+ as per CLRP (add)
- 2) USDOT HOV restriction mandate (keep)
- 3) the Coleman decision (instead of Arlington and Fairfax County Boards)
- 4) Air quality conformity analysis assumed HOV-3+

#### Assumption 9

The group agreed that the I-66 MIS should not be looking at new direct routes from the Corridor to Tyson's, and agreed with a suggestion that the team reword/restate this assumption in a positive way.

#### Assumption 10

Members agreed that this assumption was acceptable. The LRT alternative should be carried forward and run. Cost implications should not be an issue at this point.

#### *Editorial:*

- remove first Background bullet
- reword first Implication bullet: (i.e., There are suitable ways available to locate LRT at Vienna, all of which are likely to have significant cost implications.)

#### Assumption 12

Following discussion, members agree that no budget should be established to frame strategy development. Members requested that the assumption be rephrased to emphasize that this MIS was utilizing the traditional planning process (just like all other studies in the area).

#### Assumption 13

After much discussion, members wanted to think about the staging and prioritizing of strategies and revisit this assumption at the September 19th TAC meeting.

#### **NEXT MEETING**

The TAC will meet on September 19, 1996 at 1:00 PM at the NOVA VDOT Terrace Conference Room.

Wolsfeld noted two changes to the September 19th agenda:

- the Route 29 Corridor would not be presented -- project team will meet one-on-one with counties before presenting the subject within the TAC forum
- focus of the meeting would be Screen 1B results -- TAC members will receive results via the mail prior to the meeting

Meeting was adjourned at 12:45 PM.

## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

August 15, 1996, 9:00 AM  
VDOT NOVA District Office  
Terrace Level Conference Room

#### **AGENDA**

- |                |    |  |
|----------------|----|--|
| 9:00           | 1. | Introductions  |
| 9:05           | 2. | Review and approval of minutes of June 5, 1996 TAC Meeting (Attachment #1) |
| 9:10           | 3. | Report on June 20, 1996 PAC Meeting (Attachment #2)                        |
| 9:20           | 4. | Status of Travel Demand Forecasting  |
| 9:30           | 5. | Status of Rt. 29 Corridor Study  |
| 9:40           | 6. | Review of Proposed Planning Assumptions (Attachment #3)                    |
| 10:30 to 10:40 |    | BREAK  |
| 11:50          | 7. | Next meeting   |
| 11:55          | 8. | Other  |
| 12:00          | 9. | Adjourn  |

# I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

August 15, 1996

Northern Virginia VDOT Offices -- Terrace Level Conference Room

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## Attending:

### Technical Advisory Committee

Kathleen Benton, NVTC  
Farid Bigdeli, VDOT NOVA  
Stephen Read, Prince William County Public Works  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/DTP  
Randy Hodgson, Fauquier County  
Bob Moore, Fairfax County  
George Phillips, Loudoun County Transportation  
Steve Rapley, FHWA Region 3  
Jeff Reinbold, NPS

Ray Burkhardt, VDOT/L&D, NOVA  
Gary Kuykendall, VDRPT  
Paul Prideaux, VDOT/TPD, Richmond

### Consultant Team

Lewis Grimm, TY Lin  
Diana Mendes, BRW  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.  
Dick Wolsfeld, BRW

## **INTRODUCTIONS**

Kuykendall opened the meeting at 9:07 AM with a round of individual introductions.

## **REVIEW AND APPROVAL OF JUNE 5, 1996 TAC MINUTES (Attachment #1)**

No comments or changes noted to the TAC minutes from June 5, 1996.

## **JUNE 20, 1996 PAC MEETING REPORT (Attachment #2)**

TAC members were presented draft minutes from the June 20, 1996 PAC meeting. The minutes will be reviewed by the PAC at their October 19th meeting.

Fogle gave a brief report on the proceedings of the June 20th PAC meeting. She reported that the PAC was pleased with the Overview Evaluation of Elements chart presented to them by Wolsfeld. PAC members also expressed interest in using focus groups as part of the Public Community and Agency Participation Program (PCAPP). Following the briefing on travel demand modeling assumptions, PAC members expressed questions regarding the definitions and values used for auto operating costs and requested clarification. The discussion about the Route 29 Corridor Study revolved around the relationship between the Route 29 study and the I-66 MIS. Fogle stated that she had expected more in the way of maps for the committee, and that they indicated a need for maps during presentations. The PAC agreed no special meeting is need and so will convene again on their regular schedule.

Kuykendall stated that the map presented to the PAC was from the CLRP process and once project maps have been reviewed by the TAC they will be presented to the PAC at future meetings. He anticipated finishing review of early results of Screen 2 with the TAC and presenting them for discussion at the October PAC meeting. He suggested focused TAC efforts in September to better prepare for the PAC meeting.

## **STATUS OF TRAVEL DEMAND FORECASTING**

Wolsfeld explained that the existing Dulles model had been used for a set of travel forecasts and results from these were received about one week ago. The numbers looked reasonable and would be used by the team to evaluate the alternatives. Alternative 5 (VRE) and Metro service to Gainesville would not be evaluated as part of Screen 1B due to inadequate cordon information in Prince William County. Both would be carried over and evaluated in Screen 2. Results from Screen 1B and alternative recommendations will be presented at the TAC meeting scheduled for September 19.

The team anticipates that the expanded cordon model (*aka* Northern Virginia MIS Model) will be calibrated and ready to go by early September. An August 29th meeting of the Northern Virginia travel demand model validation group is currently being planned. A Screen 2 model run is anticipated around the third week of October.



## STATUS OF ROUTE 29 CORRIDOR STUDY

Kuykendall reiterated that although a part of the I-66 MIS contract, Phase 1 of the Route 29 Corridor Development Study was just getting underway.

Nau displayed draft resource inventory maps representing Water Resources and Community Resources for the Route 29 Corridor. A map representing historic resources, although not on display at the meeting, is currently being developed and will be available in draft form by the next TAC meeting. Nau explained that the resource inventory will be comprised of these maps and feedback from the TAC and PAC.

Nau also explained that there is no formally defined Study Area for the Route 29 corridor. The team identified a preliminary study area that encompasses any likely alternatives based on reviews of previous work in the area plus a 1/2 mile buffer.

Prince William County and National Park Service representatives offered to provide input to help in identification and inventory of historical resources. Recent media attention related to historic resources in the area has heightened awareness among local residents. The team should make sure the inventory is as thorough and accurate as possible. It was mentioned that secondary sources of information being utilized by the study team may not show all identified resources. National Park Service and Prince William County have additional information sources and would make them available to the team. Nau and Mendes will follow-up with Prince William County and National Park Service.

Several TAC members emphasized the need to clearly identify existing and approved land uses in the Route 29 corridor. Existing and planned developments will influence alignment alternatives and need to be shown on the resource maps. Nau explained that the team was using a combination of county Comprehensive Plans, GIS information from Fauquier, TIGER files (census data), ADC maps, etc. to develop land use information. He reiterated that the team was trying to use the most up to date information, would keep in close contact with all planning offices and would not hesitate to call for assistance.

After several questions about federal mandates and restrictions related to the Route 29 relocation study, the team agreed to provide the group with copies of the Route 29 relocation legislation (federal and ISTEA) for the September 19th TAC meeting.

Kuykendall stated that there would likely be changes made to the PAC due to the implications of the Route 29 Corridor Development Study. One of those changes would likely give Fauquier County representation on the PAC.

Reinbold stated that the National Park Service will request a representative on the PAC primarily due to the implications of the Route 29 relocation segment.

In response to a question about the status of the Route 29 work, Nau expressed hope for complete resource maps by the end of August. The team will put together a series of

alternative alignments for VDOT review. In September the team could sit down with county offices to get input on the proposed alternative alignments. Nau requested county representatives inform him of the best way to maintain communication during the decision making process.

Kuykendall mentioned that a revised time-line for the I-66 MIS is under review. Determining a calendar for the rest of the project will depend largely upon the travel demand forecast progress in the next few weeks. Kuykendall hoped to review a revised calendar at the next TAC meeting and then take it to the PAC in October. The project cannot conclude by December 1996. Draft versions of the revised calendar predict completion in mid-1997.

#### **REVIEW OF PROPOSED PLANNING ASSUMPTIONS (Attachment #3)**

Many questioned the definition of the term "planning assumption." Some stated that the list of assumptions had more to do with policy than technical issues, and for this reason felt that the PAC (not the TAC) should address them. Members did not feel comfortable speaking directly to policy-related assumptions, but could comment on the technical implications that result from them.

Kuykendall emphasized that the team definitely wanted TAC comments regarding the technical implications of policy-oriented assumptions. Not only would the team benefit from the TAC's interpretation of technical implications, but TAC input would also assist the team in its presentation of these assumptions to the PAC in October.

Wolsfeld understood the TAC's position and agreed that many of the assumptions dealt with region-wide policy. However, he pointed out that the team was truly trying to look ahead and prepare by reaching consensus on several key policy and technical assumptions before going into Screen 2. A common understanding among the team, TAC, and PAC will reduce the risk of being unprepared to address questions later as to what we did and why we did it. Early policy guidance and understanding these issues will allow the team to conduct more thorough analysis of those alternatives which are more likely to be supported financially and politically.

There were suggestions from the floor to change the title of the listing to "Planning Guidelines" or "Common Understandings." Another member suggested separating technical assumptions from policy guidance items if only for clarification purposes.

Mendes and Kuykendall led the group in prioritizing the assumptions for further discussion.

#### **Proposed Assumption #5:**

TAC members suggested a rephrasing of this assumptions so that it more clearly states its intention: If a fixed-guideway is put in, then new bus service routes would feed the fixed-guideway system rather than provide parallel service.

Members stressed the need to clarify bus service implications as well as any other technical

implications of this currently accepted policy to the PAC.

Rapley of FHWA suggested that the assumption should also address what bus service policy (if any) would take effect should a fixed-guideway rail system not be built. Guidance and agreement on this issue would greatly influence Prince William County which is not currently served by a fixed-guideway rail system.

The group suggested that the first bullet under "Background" be made consistent with the assumption. The second bullet should be removed because it represents an existing condition (not policy) that may change once the study is complete.

**Proposed Assumption #11:**

There was a lengthy discussion related to how the \$.10/mile automobile operating cost was derived and what it represented (relative or perceived cost). Nau explained that it was a calibrated number based on perceived costs that came out of a background paper done by Parsons and Brinkerhoff. The \$.10/mile cost was utilized in the Dulles model.

Rapley suggested informing PAC members that changes in existing policies could affect the outcome of this assumption. Several members cautioned the team about implying that modelling results generated after changing or adding cost factors (specifically fees for suburban parking) could not be validated. There is no or little empirical evidence to support any assumptions or modelling outcomes of such a change. Members also pointed out the large amount of work entailed in changing model coefficients.

Members encouraged the team to explain this assumption as thoroughly as possible to the PAC. Explain all costs: inflation, parking costs, perceived operating costs, etc. Perhaps Gordon Schultz from Parsons Brinkerhoff could prepare a handout to supplement discussion with the PAC.

Kuykendall summarized by acknowledging the pivotal nature of this particular assumption. The team needs to make sure that the PAC understands implicitly all its implications. If the PAC states that it would like to see more flexibility then we may revisit this and make some changes to this assumption. We must explain the issues involved, the historical trends and any possible inaccuracies that may result from changes made to cost factors.

**Proposed Assumption #1:**

Wolsfeld explained that this assumption was included because the team anticipated that the Baseline may need to be modified to reflect investment strategy decisions that are made as part of other MIS's in the region.

Kuykendall pointed out that the I-66 MIS Baseline is defined as the CLRP. Additionally, it has been decided that modelling will be conducted with and without Dulles Rail in this study. Kuykendall stated that many people wanted to know how the I-66 MIS related to all the other studies going on in the region. Can the I-66 MIS ignore all area studies except Dulles? This

is not only an issue for the I-66 MIS, but one with region-wide implications.

Benton of NVTC stated that there are instances where other MIS's have evolved far enough that we risk being accused of bad planning if we don't include their recommendations in the I-66 MIS -- particularly if they could have a major impact (i.e., Capital Beltway MIS).

Moore of Fairfax County cautioned the team not to include unconstrained long range plan items in the I-66 MIS's screening process. Other members agreed, stating that Commonwealth Transportation Board (CTB) approval was not a legitimate reason for inclusion of a strategy in the Baseline. CTB approval does not mean that the improvement will be built. They felt that only after a strategy was allocated funds by becoming part of the CLRP should it be eligible for inclusion in the Baseline.

Reinbold requested that the Route 29 Corridor Development Study be added to the list of studies that could influence the I-66 MIS under the Background header.

Moore suggested that the TAC was in no position to make any kind of decision on this assumption, and that decisions on this assumption as well as many others needed to come from the PAC.

In recognition of time constraints, Kuykendall suggested moving on with the remaining agenda items and scheduling an additional TAC meeting to finish discussing planning assumptions.

#### **NEXT MEETING**

The next regularly scheduled TAC meeting is September 19, 1996 at Northern Virginia VDOT offices, Terrace Conference Room. The agenda will cover Screen 1B results, Screen 2 alternative strategies, project calendar and schedule, and Route 29 alignment alternatives. TAC members will receive Screen 1B results and Route 29 related legislation for review.

An additional TAC meeting was scheduled for September 5th to complete discussion on the Planning/Policy Assumptions, and to begin discussion of the Screen 1B results and the legislation behind the Route 29 study. A morning meeting was preferred by the group with location to be announced.

Meeting adjourned at noon

## **I-66 CORRIDOR MIS**

### **TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

June 5, 1996, 1:00 PM  
VDOT NOVA District Office  
Terrace Level Conference Room

#### **AGENDA**

- |      |    |  |
|------|----|--|
| 1:00 | 1. | Introductions  |
| 1:05 | 2. | Review and Approval of Minutes of May 2, 1996 TAC Meeting<br>(Attachment #1)   |
| 1:10 | 3. | Review Additional Comments on "Overview of Evaluation of I-66 MIS<br>Alternative Elements and Investment Strategies" (Attachment #5 from<br>May 2, 1996 TAC Meeting) |
| 1:45 | 4. | Input on Recommended Changes to Public/Community/Agency<br>Participation Program (PCAPP) (Attachment #2)   |
| 2:10 | 5. | Proposed PAC Meeting Agenda for June 20, 1996 Meeting (Attachment<br>#3)   |
| 2:15 |    | BREAK  |
| 2:30 | 6. | Review of Travel Demand Modeling Assumptions (To be distributed at<br>meeting)   |
| 2:45 | 7. | Definition of Alternatives for Screen 1B Travel Demand Modeling<br>(Attachment #4)   |
| 3:55 | 8. | Next Meeting   |
| 4:00 | 9. | ADJOURN  |

# I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

June 5, 1996

Northern Virginia VDOT Offices -- Large Training Room

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## Attending:

### Technical Advisory Committee

Kathleen Benton, NVTC  
Farid Bigdeli, VDOT NOVA  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/DTP  
Corey Hill, VRE  
Randy Hodgson, Fauquier County  
Bob Kuhns, City of Fairfax  
Bob Moore, Fairfax County  
Valerie Pardo, VDOT NOVA  
Steve Rapley, FHWA Region 3  
Stephen Read, Prince William County  
Jeff Reinhold, NPS  
Richard Stevens, WMATA  
Jeff Tyley, MWAA  
Heather Wallenston, NVTC  
Dirk Young, PRTC

Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT/TPD

### Consultant Team

Jeff Bruggeman, KPMG  
Patrick Coleman, KPMG  
Lewis Grimm, TY Lin  
Diana Mendes, BRW  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.  
Reed Winslow, Dewberry & Davis  
Dick Wolsfeld, BRW

## **INTRODUCTION / REVIEW OF PAST MINUTES**

Short introductions were followed by a review of the May 2, 1996 TAC meeting minutes. No corrections or amendments noted.

## **OVERVIEW OF EVALUATION OF I-66 MIS ALTERNATIVE ELEMENTS AND INVESTMENT STRATEGIES** (Attachment #5, a revised report from the May 2, 1996, TAC meeting, and a June 4, 1996 memorandum from BRW to Gary Kuykendall documenting changes we redistributed)

Wolsfeld walked through major changes that had occurred in this document as a result of TAC input since the May 2 meeting. The floor was then opened for additional comment.

Kuhns expressed concern about Figure 2 and the emphasis implied by having Travel Demand Forecasting defined as a separate column. Kuykendall suggested removing the Travel Demand Forecasting column header, and incorporating it into the Screening Process column. This revision was acceptable to Kuhns.

There was discussion related to the Origin and Destination locations used in the Travel Times Tables 2A, 2B and 2C in the Appendices and how they were chosen. Mendes explained that the Project Team attempted to choose locations that were geographically representative. It was suggested that a footnote be attached to read: "Origin and destination locations were chosen to represent different travel patterns in the Corridor." Suggestion noted and footnote to be added.

Kuykendall announced that the committee could have a couple of days to review the Overview of Evaluation document and submit additional comments. The revised document would be going to the PAC on June 20, 1996.

## **REVIEW OF PUBLIC/COMMUNITY/AGENCY PARTICIPATION PROGRAM (PCAPP)** (Attachment #2)

Mendes explained that the Project Team was currently reevaluating the PCAPP in an effort to better leverage available funds and improve "public" awareness of the I-66 MIS. In addition to increasing its effectiveness, the PCAPP must also continue to be true to Federal regulations and sensitive to PAC concerns and input.

Members were encouraged to provide comments and recommendations to the Project Team regarding changes to the PCAPP. Several suggestions on how to reach a greater audience were given by members:

- contact Prince William/Fairfax County reps on COG's Citizen Advisory Committee
- investigate using variable message signs
- insert flyers in local newspapers

- distribute flyers via postal service to targeted zip code areas
- post flyers at grocery stores, VRE stations or trains, with water or electric bills
- develop a site on the World Wide Web (WWW)
- set up exhibit/booth at local fairs, malls, school events and others

Members suggested having I-66 information available at the Transportation Booth at the Fairfax County Fair. Perovshek will coordinate with Fogle and Pardo.

There was a question regarding the status of the project slide show (both photo and text slides). It was noted that the slide show was used at the last round of public meetings. Kuykendall agreed that revisions were needed. However, to make these revisions more effective the Team needed to distinguish two things: 1) What is the story we are trying to tell? 2) Who is our audience?

Revisions will be made to Attachment #2 based on TAC comments and distributed for discussion at the June 20th PAC meeting. PAC members will be asked to comment on the PCAPP at the meeting.

#### **DRAFT PAC AGENDA FOR JUNE 20, 1996 (Attachment #3)**

Wolsfeld ran through the draft agenda for the upcoming PAC meeting. Questions from TAC members about the proposed agenda spawned the following clarifying discussions:

##### Presentation of MIS's in Northern Virginia

Based on PAC requests, the Project Team would be presenting a map developed by VDOT L&D depicting MIS's in Northern Virginia. VDOT's MIS map would be supplemented by another map developed by COG which shows all transportation planning studies in the metropolitan region.

##### Route 29 Corridor Study Update

Hopkins informed the group BRW would be moving forward on Phase 1 Route 29 Corridor Study. As part of the existing I-66 MIS contract, Phase 1 will last about 4-6 months, coincide with the I-66 MIS timeline, and produce several alignment options for Route 29 in Northern Virginia. At the completion of Phase 1, a new contract for Phase 2 would be negotiated. Preferred alignments from Phase 1 would be studied in greater detail in Phase 2. A final recommended alignment would be the eventual outcome of Phase 2. Hopkins emphasized the importance of identifying the most cost effective contracting alternative regarding the Route 29 Corridor Study.

Route 29 Corridor Study information would be carried through the existing I-66 MIS TAC. The extent and type of PAC involvement in the Route 29 Study are currently being considered by VDOT



Hopkins added that a comprehensive review of the Route 29/I-66 interchange is also part of the current I-66 MIS contract. Although this study was supposed to be part of Screen 2, VDOT has requested the consultant team to get started on this effort now.

### **REVIEW OF TRAVEL DEMAND MODELING ASSUMPTIONS**

Nau distributed a draft Definition of Bus Transit Routes which listed bus routes assumed as part of the Baseline and Enhanced Baseline alternatives. He also noted that although the Enhanced Baseline was a stand-alone alternative, and would be part of ALL alternatives run in Screen 1.B.

The transit assumptions were defined as:

#### Baseline transit

Jan 1996 existing bus routes plus CLRP Transit Network. The committee requested that source documents be cited. (Routes that did not have an end point in the study corridor were not included in Baseline)

#### Enhanced Baseline

A build alternative that is composed of Baseline transit plus additional express and connector service

There was concern among some TAC members that Baseline transit assumptions were too ambitious and that Enhanced Baseline transit assumptions were even more so. Reference was made to recent cuts in Fairfax County bus service as an indicator of what was happening to transit funding.

Nau explained that the MIS was projecting for 2020 transit needs and that current reductions in Fairfax County service did not substantially affect the overall trend of increasing transit needs over the next 20 years.

The group agreed not to incorporate current cuts in Fairfax County transit service. It was noted that the I-66 CMP bus routes are scheduled to be discontinued.

Nau pointed out that the Enhanced Baseline transit added approximately 20 routes to the Baseline. This is a relatively small increase relative to the projected growth in population for the Corridor.

The Committee agreed that transit material had to be condensed, simplified and made more graphically understandable before presenting to the PAC. Members had several suggestions on how the Team might package the PAC presentation:

- Why are we doing this? (*Facilitates packaging of other alternatives; we may be able to solve some problems with less money*)

- What are the implications? (*Enhanced Baseline is basis of comparison for determining new transit riders*)
- What are the goals? (*Define a reasonable future bus transit system*)
- What is philosophy driving this? (*Low cost bus system enhancements should be considered and evaluated relative to high-cost fixed-guidance transit systems*)

The Committee was asked to review the transit assumptions more closely and get comments to Kuykendall by June 21.

#### **DEFINITION OF ALTERNATIVES FOR SCREEN 1.B TRAVEL DEMAND MODELING (Attachment #4)**

Bruggeman stated that proffered roadway improvements were needed from Prince William and Fairfax Counties ASAP. He requested that they be shown on a map and also have the number of lanes noted.

Concerns were raised about including ITS/TDM measures in the Enhanced Baseline Highway Network due to model effectiveness of these measures. Members also pointed out that even if ITS/TDM effectiveness could be estimated it would not assist in the decision making among alternatives.

The group discussed the implications of not adding elements to the Enhanced Baseline Highway Network. Nau suggested that the absence of additional highway improvements in the Enhanced Baseline Highway Network was really due to the comprehensive character of the Baseline Highway Network which was the CLRP. The group agreed that this was a reasonable explanation.

Concern was voiced regarding the "no cost" transfer policy assumed in Alternative 6C. It was pointed out that this assumption is very different from assumptions of the Dulles Corridor MIS. It also held serious implications on VRE. Members suggested that such information should be pointed out to the PAC.

It was suggested that Attachment #4 be restructured into a "Points for Review and Closure" format (rather than points for discussion) for the PAC meeting.

#### **OTHER COMMENTS**

Prince William County representative requested that CLRP road network be overlaid onto transit maps. Currently, the maps show transit routes where no roads yet exist -- this is confusing. Bruggeman and Nau acknowledged the request.

#### **NEXT MEETING**

A tentative meeting was set for July 18, 1996 at 1:00 PM at NOVA VDOT, based on availability of Screen 1.B results and information on the Route 29 study.

**received**  
4/29/96

**RECEIVED**  
APR 23 1996  
DEPARTMENT OF  
PUBLIC TRANSPORTATION

**AGENDA**  
**I-66 CORRIDOR MIS**  
**TECHNICAL ADVISORY COMMITTEE**  
**NORTHERN VIRGINIA DOT, TERRACE LEVEL ROOM 5W**  
**May 2, 1996 - 1:00 PM**

- 1:00 PM 1. Introductions
- 1:05 PM 2. Minutes of February 15, 1996 TAC Meeting (Attachment #1)
- 1:10 PM 3. Report on 3/21/96 PAC Meeting (Attachment #2)  
Kuhns
- 1:20 PM 4. Review Input Received at Public Workshops (Attachment #3)  
Kuykendall/  
Benson
- 1:40 PM 5. Travel Demand Forecasting  
Hopkins/  
Bruggeman
  - Status Report (Attachment #4)
  - Appointment of TAC Subcommittee for Review
- 2:00 PM BREAK
- 2:10 PM 6. Overview of Evaluation of I-66 MIS Alternative Elements/Investment  
Wolsfeld Strategies (Attachment #5)
- 2:40 PM 7. Review and Comment on Alternative Networks for Evaluating  
Nau Screen 1B Alternative Elements (Attachment #6)
- 3:10 PM 8. Review and Comment on Travel Demand Evaluation Criteria and  
Wolsfeld MOE(s) for Screen 1B
  - Screen 3 Measures of Effectiveness are provided as a frame of reference; See Attachment #7.
  - Attachment #8 presents suggested MOE(s) for Screen 1B; these MOE(s) are a subset of Screen 3.
- 3:55 PM 9. Next Meeting  
Kuykendall
  - Next meeting will be scheduled when Screen 1B traffic forecasts are available
- 4:00 PM 10. ADJOURN

**\* PLEASE REVIEW THIS MATERIAL AND BE PREPARED  
TO OFFER YOUR REVIEW AND COMMENTS \***

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**May 2, 1996**

**Northern Virginia VDOT Offices - Terrace Level Conference Room**

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**Attending:**

**Technical Advisory Committee**

Kathleen Benton, NVTC  
Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, MWCOG/DTP  
Randy Hodgson, Fauquier County  
Bob Kuhns, City of Fairfax  
Steve Rapley, FHWA Region 3  
Jeff Reinhold, NPS  
Richard Stevens, WMATA  
Dirk Young, PRTC

Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT/TPD  
Paul Pridesaux, VDOT/TPD  
John Nesselrodt, VDOT/TPD

**Consultant Team**

Jinni Benson, Mary Means & Associates  
Jeff Bruggeman, KPMG  
Patrick Coleman, KPMG  
Diana Mendes, BRW  
Rick Nau, BRW  
Carol Ann Perovshak, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.  
Dick Wolsfeld, BRW

**INTRODUCTION / REVIEW OF PAST MINUTES**

Short introductions were followed by a review of the February 15, 1996 TAC meeting minutes. There were no corrections or amendments noted.

**REPORT ON 3/21/96 POLICY ADVISORY COMMITTEE MEETING**

Bob Kuhns presented a summary report of the March 21, 1996 Policy Advisory Committee (PAC) meeting proceedings.

Due to the concern raised by PAC members in their March meeting regarding the Route 29 study, which is a component of the original I-66 MIS scope of work, Kuhns noted that the TAC may want to schedule another meeting to discuss Route 29 before the subject was presented to PAC members on June 20, 1996.

Several members of the TAC wanted to know the status of the Route 29 Study in Northern Virginia.

Phil Hopkins informed the group that the question as to how the Route 29 Study will proceed is the subject matter of ongoing discussion between VDOT and BRW. Client/consultant discussion had not yet yielded any contractual or scope of work specifics. However, it was Hopkins' opinion that significant modifications to BRW's original contract would be needed before the Route 29 study could go any further.

Hopkins added that it was VDOT's goal to handle the Route 29 segment in Northern Virginia in a manner very similar to the Route 29 study between Charlottesville and Warrenton.

Aerial photography has been collected for the Route 29 Corridor and there have been discussions between BRW, VDOT and the NPS regarding the Manassas National Battlefield Park. At this point, VDOT has instructed BRW to stop any work on the Route 29 portion of the contract until all parties reach consensus on a scope of work.

It was suggested that VDOT and BRW also speak with appropriate agencies and jurisdictions while scope of work negotiations for the Route 29 component are underway.

Kuykendall stated that VDOT would be the lead agency in the Route 29 study. DRPT's level of involvement would be determined by the amount of transit in the eventual scope of work.

Committee member wanted to know if the Route 29 study component would have the same timeline as the I-66 MIS. Hopkins noted that current negotiations had not revealed specifics related to a shared or separate timeline. A request was made from the floor that members be advised as soon as some type of determination of timeline/schedule was reached.

### REVIEW OF CITIZEN INPUT AT MARCH WORKSHOPS

Benson provided a brief summary of workshop organization and formats. The group was provided with a transcription of citizen comments collected during small group discussions at each workshop (Attachment #3). Benson highlighted comments and concerns most frequently voiced by participants by category:

1. Metro was considered the most environmentally friendly elements by workshop participants. Citizens stressed the need to make Metro competitive (financially and convenience) with driving. They also mentioned the need to coordinate the headways/trips of different transit modes (i.e., connector bus service to Metro).
2. The safety of existing HOV lanes on I-66 continue to be an issue for many participants, with an emphasis on separated HOV as an improved alternative. Some citizens did not think there was adequate space to accommodate separate HOV on I-66 in Prince William County.
3. Additionally, workshop participants raised the issue of north/south congestion and traffic flow, and continued to point out that there is a growing number of residents that are commuting between suburban communities.

### TRAVEL DEMAND FORECASTING

Kuykendall noted that at the last PAC meeting, members requested that they be made aware of what modeling assumptions will be used. Members of the Committee were shown a three-ring binder developed for the Virginia MIS Models Validation Group, which documents the Dulles model and how it works. It is intended to serve as the foundation for the I-66 model validation process. It is the intention that this document will eventually serve as the Northern Virginia validation application.

Currently, the I-66 MIS does have a useable model. The project management team set up a subcommittee of the TAC to work closely with Jeff Bruggeman (KPMG) to review the model validation before running Screen 1.B. Bob Kuhns volunteered to represent Fairfax on the subcommittee and Steve Reed will represent Prince William County. Other representatives include Rick Stevens, Toni Giardini and both Richmond and Northern Virginia VDOT offices. Following discussion of the new subcommittee, Kuykendall announced that a special meeting for TAC members or appropriate representatives from TAC member agencies had been scheduled for May 15, 1996 at NVTC offices in Arlington. The purpose of this meeting is to specifically discuss the alternatives for Screen 1.B testing.

Bruggeman reviewed the status of various components of the forecast model development process (Attachment #4). The following is a synopsis of Bruggeman's report:

Item 1 Develop Model Application Model: A few highway assignment-related items to fill in. Anticipate completion in the next few days.

Item 2 Code I-66 Screen 1.B Alternatives: Screen 1.B Baseline will be available in the next two weeks. Minor adjustments are needed to transit system, particularly bus service. The emphasis may not be to eliminate alternatives but to assist in putting strategies together. The intention is to start with modal option alternatives, run them in Screen 1.B, and then try to mix and match into investment strategies.

Item 3 I-66 Alternative Screen 1.B: This would be new streamline version of the model utilizing old zones. Awaiting inputs on detailed characteristics of alternatives.

Item 4 Expanded Cordon 1990 Highway Network: Bruggeman received this information from MWCOG on May 2, 1996 and anticipates a few adjustment will need to be made.

Item 5 Expanded Cordon 1990 Transit Network: Anticipated around May 10, 1996 from MWCOG.

Item 6 Expanded Cordon 2020 Socioeconomic Forecasts: Round 5.3 data currently being reviewed by MWCOG with approval anticipated around June 12, 1996. Bruggeman thought it may be ready for use by July 1, 1996. He also noted that a reduction in DC employment figures not reflected in Round 5.3 would require adjustments.

Item 7 Expanded Model Recalibration and Validation: Parson Brinkerhoff Quade Douglas (assisted by KPMG and Bill Allen) is currently converting procedures and loading network into the management system. The group can not deal with transit until MWCOG provides new data. Revalidation will be done against Round 5.2 with adjustments.

Item 8 Review and Approve Model Validation: Subcommittee being formed within the TAC to assist VDOT/DRPT in this process. Bus service assumptions are critical.

Item 9 Code Screen 2 Alternatives: Start July 7, 1996. Will be expanded Dulles model.

#### **TRAVEL DEMAND EVALUATION CRITERIA**

Wolsfeld reviewed the measures of effectiveness and appraisal methods agreed upon by the project management team (Attachment #5). Screen 1.B would be a quantitative matrix only. Screens 2 and 3 would consider service, impact and performance (in increasing detail) and utilize a qualitative and quantitative matrix supplemented by a consumer qualitative matrix.

There was a suggestion from the floor to remove the travel demand forecasting column within Figure 2 and list forecasting as one of the Measures of Effectiveness for each screen. Committee agreed.

It was suggested that Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT) be made available as part of Screen 1.B. Wolsfeld acknowledged and agreed.

### **NETWORKS FOR EVALUATING SCREEN 1.B ALTERNATIVE ELEMENTS**

Wolsfeld reviewed the seven tables representing the Measures of Effectiveness for Screen 1.B (Attachment #8).

Minor questions and comments revolved around definitions of words or headings used:

- Neighborhoods referred to in Tables 2A, 2B and 2C have not yet been fully defined.
- Sub-areas referred to in Table 5 need to be better defined -- a map might be helpful.
- It was suggested that the title of Table 7 be changed. Wolsfeld agreed to revisit the issue after the meeting and develop a more appropriate title.

### **REVIEW OF ALTERNATIVE NETWORKS**

Nau reviewed the seven alternatives to be run in Screen 1.B (Attachment #6). Resolution deficiencies in the current model would have implications on HOV in Prince William County and VRE in the entire Corridor. HOV alternatives would be run as part of Screen 1.B, but VRE would not be run until Screen 2. Nau provided answers to minor clarification requests by TAC members.

### **NEXT MEETING**

There was discussion as to whether or not a June TAC meeting was necessary. Bruggeman was somewhat sure that the Baseline and a few other alternatives may be able to be run on the model in time for a June TAC meeting. The Committee preferred to wait until all seven alternatives could be run on the model and then be reviewed as a whole.

A tentative July TAC meeting was set for July 18, 1996 at 1:00 PM, following the TCC Tech Committee meeting that morning. Location to be announced. The ability to provide lunch will be explored.



**AGENDA**  
**I-66 CORRIDOR MIS**  
**TECHNICAL ADVISORY COMMITTEE**  
**Northern Virginia DOT, Large Training Room, Lower Level**  
**February 15, 1996 • 1:30 PM**

1. Introductions
2. Minutes of 1/18/96 and 1/26/96 Meetings (Attachment #1)
3. Report on 2/7/96 PAC Meeting
4. Early Distribution at Meeting of Issue Two *I-66 Informer* - To Be Mailed 2/21/96
5. Public Workshops: 3/5/96 - 7:00 pm - Lanier Intermediate School - Fairfax  
3/11/96 - 7:00 pm - Stonewall Middle School - Manassas
  - TAC Participation Commitment
  - Agenda (Attachment #2)
6. Approach to Travel Demand Forecasting
7. TAC/VDOT/DRPT Concurrence on Screen 1A
  - 1/25/96 Letter from Loudoun County (Attachment #3)
  - Screen 1 Disposition of Alternatives as of 2/2/96 (Attachment #4)
8. Discuss Travel Demand Evaluation Criteria and MOE(s) for Screen 1B  
(Subset of Screen 3 - Attachment #5, page 1; be prepared to discuss which MOE's are appropriate for Screen 2)
9. Screen 2 Methodology
  - Evaluation Criteria (Subset of Screen 3 - Attachment #5)
  - Alternative Definition Process
10. Next Meetings
11. Adjourn

## INTRODUCTIONS

The group participated in a round robin introduction session.

## PAST MEETING MINUTES

There were no comments or changes to past meeting minutes.

## 2/7/96 POLICY ADVISORY COMMITTEE REPORT

Bob Kuhns provided an oral summary of the PAC meeting. After reviewing the Universe of Alternatives and providing comments, the PAC felt comfortable with the overall direction of the project.

Two requests that were generated from the PAC meeting:

- PAC members should receive all documents
- PAC should receive a copy of the project mailing list and workshop attendees.

## NEWSLETTER -- 2ND ISSUE

Rick Nau reviewed changes to newsletter content and layout.

Newsletter is to be printed February 19th and mailed out the week of February 26th. To remain on the tight production schedule, the second round of TAC comments were requested by the meeting's close.

The TAC provided the following input:

- changing "dropping" to "not recommended for further consideration" whenever it appeared in the newsletter
- removing maps (with asterisks) that were not being carried forward.

Rapley suggested revisiting the Goals and Objectives and Purpose and Need in the second newsletter.

Kuhns recommended providing an explanation of the east/west focus of the study.

## PUBLIC WORKSHOPS

Doors open at 7:00, presentation at 7:30PM:

Monday, March 11	Stonewall Middle School, Manassas
Tuesday, March 19	Lanier Middle School, Fairfax

Second newsletter will be mailed prior to workshops and will be available at the workshops.

Blaser strongly suggested that all Board of Supervisor members receive early notice of the public workshops.

Kuykendall emphasized the importance of TAC member involvement in the workshops.

Wolsfeld reviewed sample workshop agenda.

TAC recommended the small work group sessions focus on which elements would best serve the study area.

#### **DISPOSITION OF ALTERNATIVE ELEMENTS**

There was concern expressed about the presentation of Alternative 4B. It was recommended that the team emphasize the project's regard for the Manassas National Battlefield and its intention to study Route 29 west of Centreville.

TAC member disagrees with Supervisor Seefeldt's comment (Route 29 improvements do nothing for Loudon and Fauquier Counties) from a previous PAC meeting.

Committee members still had concerns regarding the cost of VRE/Norfolk Southern agreements within Alternative 5B and how these costs would be presented to the public.

Alternatives 6A (LRT to Dulles) and 7B(Metro to Dulles) will be shown in the newsletter as being retained for further study. A TAC member questioned the reasoning of retaining LRT and Metro on Route 50, while eliminating the less expensive option of Route 50 HOV. The study team did not have an explanation on this TAC input.

Jeff Bruggeman expressed concern about extending Metro all the way to Gainesville in Alternative 7A because it would be difficult to generate accurate numbers using the Existing Dulles Model for such an alternative.

Alternative 11A (reversible general purpose lanes that would eliminate HOV) would not be considered for further study. However, 11B (reversible general purpose lanes that would retain HOV lanes) would be retained for further study.

#### **TRAVEL DEMAND FORECAST**

Kuykendall distributed and reviewed with the group two DRPT memos related to VA MIS Demand Modeling Validation and the modeling approach that would be most practical for the I-66 MIS.

It was suggested that the I-66 MIS utilize the New (Dulles) Model (with Existing Cordons, Old Zones )

Jeff Bruggeman provided the group with the following information regarding the model process:

- the Enhanced Dulles Model would not be available anytime soon
- the 1990 network is in, but not complete(still under review) -- mistakes will be fixed by Bruggeman before utilizing it as the foundation of the validation exercise
- the coded 1995 network is anticipated at end of March -- Bruggeman will add transportation improvements that occurred between 1990 and 1995
- April 1 is the target for running existing model.

Bruggeman stated that Light Rail Transit/Metrorail to Chantilly could be effectively run with existing model. Light Rail Transit to Manassas could also be tested on existing model with reasonable accuracy. However, Bruggeman did not have confidence in the numbers that the existing model might produce for a Metrorail extension to Gainesville.

When asked why the project was using Parsons Brinkerhoff's network and not COG's, Bruggeman explained that not having an expanded cordon model negated the use of COG's network.

Prince William representatives were concerned that the existing model would produce under-estimates in Prince William County and place too much emphasis on the Route 50 corridor. Bruggeman replied that the existing model would produce accurate information related to vehicles but would be restricted when it came to HOV and transit data for Prince William County.

A Fairfax County representative suggested that utilizing the Existing Dulles Model for Screen 1B might substantially reduce costs by limiting the number of alternatives carried over into Screen 2.

Hopkins wanted confirmation that jurisdictions would support using the existing model and the data that it would generate.

It was suggested that project management incorporate the Committee's advisory comments into the decision making process related to the project's Demand Model Validation.

#### **NEXT MEETING**

The next TAC meeting will take place on Friday, March 29 at 9AM. Location to be determined.

*Meeting adjourned at 5:40 PM.*

**AGENDA**  
**I-66 CORRIDOR MIS**  
**TECHNICAL ADVISORY COMMITTEE**  
**Friday, January 26, 1996      1:00 to 4:00 PM**

NORTHERN VIRGINIA TRANSPORTATION COMMISSION CONFERENCE ROOM  
4350 Fairfax Drive  
Suite 720  
Arlington, Virginia  
(Adjacent to Ballston Metro Stop)

1. REVIEW OF FIRST SCREEN EVALUATION OF ALTERNATIVES
  - Recommended Disposition of Alternatives from 1-18-96 TAC Meeting
  - Status of DRPT/VDOT Response
  - — Format and Content of Presentation to PAC
2. 10-MINUTE BREAK
3. PREPARATION FOR NEXT PUBLIC WORKSHOPS
  - TAC/PAC Review Process
  - Schedule for Meetings
  - Overview of Format
  - Table Monitors
  - Presentation Materials
4. TRAVEL DEMAND FORECASTING
  - Suggested Approach for I-66 MIS
  - Status of Dulles Model
  - Status of Expanded Cordon Model
  - Alternatives to the Suggested Approach
  - Next Steps
5. OVERVIEW OF SCREEN 2
  - Alternatives
  - Evaluation Criteria
6. OTHER
7. NEXT MEETING
  - 2-15-96, 1:00 p.m.
8. ADJOURN

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**January 26, 1996**

**Northern Virginia Transportation Commission**

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Attending:

Technical Advisory Committee

Kathleen Benton, NVTC  
Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Edward Cordero, FHWA  
G. Toni Giardini, COG  
Randy Hodgson, Fauquier County  
Kathy Ichter, Fairfax County Transportation  
Bob Kuhns, City of Fairfax  
Bob Moore, Fairfax County Transportation  
John Nesselrodt, VDOT  
Valerie Pardo, VDOT NOVA  
George Phillips, Loudoun County Transportation  
Richard Stevens, WMATA  
Dirk Young, PRTC  
Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT

Consultant Team

Jeff Bruggeman, KPMG  
Lewis Grimm, TY Lin International  
Diana Mendes, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.  
Dick Wolsfeld, BRW

## INTRODUCTION

Kuykendall began the meeting at 1:10 PM. George Phillips distributed written comments from Sanjeev Malhortra, Chief of Loudoun County Transportation Division, that expressed County concerns.

Wolsfeld distributed handout entitled "Screen 1 Disposition of Alternatives" that listed all alternatives and recommended actions from the TAC, VDOT and DRPT regarding each alternative. Kuykendall explained that the label "Under Consideration" by VDOT and DRPT meant that appropriate representatives had not yet reviewed the alternatives.

### Summary of TAC review and discussion:

There was consensus among TAC, VDOT and DRPT to retain alternatives 1, 2, 3, 3A, 3B, 3C, 4A, 4B and 4C. Regarding 4B and 4C, TAC members stressed the need to assure the public that the intent of this study is not to widen Route 29 through the Manassas National Battlefield.

### Alternative 5:

The consensus was to retain this alternative. There was much discussion regarding the cost of a Norfolk Southern track relocation/bypass and how it does and does not relate to the I-66 MIS. Creating a bypass would not be a direct cost of this study. It would still be a public cost and some members felt that this should be articulated to the public. No conclusion was reached on this issue.

### Alternative 6A:

There was little discussion regarding this alternative other than the clarification that "additional improvements" refers to projects that are not in the CLRP but are in the county transportation plans. The consensus recommendation is to eliminate this alternative.

Alternative 6B: all agreed to retain, and 6C to eliminate. Alternative 7A was retained and 7C eliminated.

### Alternative 8:

Committee members were in consensus that this alternative was really dependent upon Alternative 7 (Metro extension to Centreville) because Centreville would then act as the transfer facility between metro to light rail. They did not feel that it was a viable alternative on its own.

Some representatives reminded the group of a previous suggestion that Alternative 8 would be dropped and then brought back into the universe if travel demand forecasts indicated such a need. They also recommended removing reference to Route 28 and Dulles airport from the text.

Members also stressed the need to emphasize the key components of the universe and not to present all alternatives as equals if there was dependency among them.

Group consensus was not reached and Kuykendall informed the group that the team would spend some more time thinking about the positioning of this alternative as it relates to alternative 7A and others. He also recommended that Bob Kuhns brief the PAC on the issue.

Alternative 10:

Benton stated that NVTC supported the retainment of Route 50 HOV.

Many Committee members agreed that the alternative was viable as a stand-alone and should be:

- dropped and brought back into the universe based on travel demand forecasts, or
- tied into Alternative 4B

Alternative 11:

There was significant comment on this alternative. Although no consensus was reached, some potential options were presented by the group:

1. elimination
2. reconsider as a combination element later but in much more detail (perhaps better suited to Screen 2)
3. add on to Alternative 3C
4. drop now and bring back later.

The study team clarified that this alternative as it reads for Screen 1 would eliminate HOV lanes to accommodate barrier separated reversible general purpose lanes.

Alternative 12:

There was consensus to eliminate this alternative because it cannot meet the goals and objectives of this study and inconsistent with adopted regional public policy.

Alternative 16:

Fairfax County representatives emphasized the strong need to retain this alternative. They urged local jurisdictions to identify the projects from their comprehensive plans that should be included in this run.

There was a recommendation to change text to read "projects beyond the CLRP but limited to comprehensive plans." The project team will work with individual localities to further discuss this concept and begin developing this probably as input into the Screen 2 Alternatives development.

## TRAVEL DEMAND FORECAST MODEL

Bruggeman described three options:

1. Start forecast work now: using the existing Dulles Model with 1990 data (will need to add VRE into the 1990 data)
2. Start forecast work in June or July: using the enhanced Dulles Model (assuming it is available June 1996)
3. Start forecast work now: using old model (pre-Dulles) -- Bruggeman advised strongly against this.

Both options 1 and 2 assume that the project will skip a 1995 validation run and that we will use whatever numbers exist at COG for Prince George's County.

The group agreed that they were comfortable proceeding with whatever numbers exist for Prince George's County as of early February.



Bruggeman recommended using the existing Dulles Model and running it multiple times under slightly different scenarios. He emphasized that local jurisdictions needed to be aware of what this approach would get them and what it would not.

Bruggeman stated that the larger TAZs of the existing zone structure would affect what could be expected from the forecast for the western areas of the study. Specific locations for HOV access ramps, transit station locations, external trips and other detailed information relating to vehicles would not be reliable using larger TAZs, however, transit related information would be reliable.

Blaser stated that Prince William currently preferred waiting for the enhanced Dulles Model using the new zone structure.

There was consensus from the Committee to see a listing of what could and could not be expected from applying either the existing or enhanced Dulles models.

## **PUBLIC WORKSHOPS**

Wolsfeld stated that the workshops would present the public with the Universe of Alternatives and seek their input. The public will be informed as to the *preliminary consensus* recommendations of the TAC, PAC, DRPT and VDOT and will be urged to provide their reaction.

Two workshop dates will be chosen from the potential dates of March 4/5 and March 11/12.

## **NEWSLETTER**

Committee recommendations on the draft newsletter included:

- removing Dulles from the maps and include Manassas
- developing one single map with supporting text
- keeping the series of small maps but adding one or two lines of text -- which might mean adding another page or going to a trifold format.

The newsletter will be revised based on TAC and PAC input and redistributed for further review.

## **NEXT MEETING**

The next TAC meeting is scheduled for February 15th, 1:30PM at the VDOT NOVA District Office.

*The meeting was adjourned at 4:45pm.*

**AGENDA**  
**I-66 TECHNICAL ADVISORY COMMITTEE**  
**JANUARY 18, 1996    1:00 - 4:00 PM**

**FAIRFAX COUNTY COMPLEX**  
**HERRITY BUILDING**  
**12055 GOVERNMENT CENTER PARKWAY**  
**ROOMS 106/107**

1.    INTRODUCTION
2.    REPORT ON 1-11-96 PAC MEETING
3.    FINAL ACTION ON FIRST SCREEN EVALUATION PRIOR TO PUBLIC WORKSHOPS
  - — Comments on Draft Report: "Universe of Alternatives and First Screen Evaluation," dated 1/9/96
  - Decision on each Alternative: Retain or Reject
4.    DISCUSSION OF PUBLIC WORKSHOPS
  - Overview of Format
  - Table Monitors
  - Review Presentation Materials
5.    STATUS OF TRAVEL DEMAND FORECASTING MODEL
6.    OVERVIEW OF SCREEN 2
  - Alternatives Definition Process
  - Evaluation Criteria
7.    SCHEDULE
  - TAC            1/26/96            1:00 p.m.
  - PAC            First Week in February
  - TAC            2/15/96            1:00 p.m.
  - Public Workshops: 2/26 and 2/27/96
  - TAC            3/21/96            9:00 a.m.
  - PAC            3/21/96            5:00 p.m.
  - TAC            4/18/96            1:00 p.m.
8.    OTHER
9.    ADJOURN

**I-66 MIS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

**January 18, 1996  
Herrity Building -- Room 106**

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**Attending:**

Technical Advisory Committee

Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Edward Cordero, FHWA  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, COG  
Corey Hill, VRE  
Michael Hopson, NVTC  
Kathy Ichter, Fairfax County Transportation  
Bob Kuhns, City of Fairfax  
Bob Moore, Fairfax County Transportation  
John Nesselrodt, VDOT  
Valerie Pardo, VDOT NOVA  
Richard Stevens, WMATA  
Bob Sutton, NPS Manassas Battlefield Park  
Dirk Young, PRTC  
Gary Kuykendall, VDRPT  
Phil Hopkins, VDOT

Consultant Team

Lewis Grimm, TY Lin International  
Diana Mendes, BRW  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Travesky & Associates, Ltd.

## INTRODUCTION

Kuykendall began the meeting at approximately 1:10 p.m. with a briefing from the PAC meeting of January 11, 1996. Major points covered include:

- PAC meeting minutes be presented in a more concise format
- a verbal report from TAC activities be presented at PAC meetings
- alternative #1 would be known as the Baseline Scenario and would consist of coded CLRP projects
- they needed to further discuss specific references to Blake Lane, Stringfellow Road and Jermantown-area as locations for transportation.

- ◇ Committee members requested that TAC meeting minutes also be changed to a format to reflect major decisions made and a summarization of discussion points.

The group expressed a concern that the activities of the TAC had been misrepresented to the PAC. Kuykendall explained that due mostly to the short time between the TAC and PAC meetings of January 11, there was no real attempt to represent the activities of the TAC to the PAC. Holding the two meetings on the same day had not worked for anyone involved and should never occur again.

- ◇ The Committee selected Bob Kuhns with Angela Fogle as a backup to make verbal reports of TAC activities to the PAC.

The TAC was unclear as to the procedure that the PAC wanted implemented regarding information that will be presented at the upcoming public workshops. Does the PAC just want to be aware of what information will be presented at the workshops or does the PAC want the chance to comment and sign-off on the information? Several TAC members that attended the PAC meeting understood that the PAC expected no workshop announcements until PAC members okaved the material that would be presented to the public.

- ◇ There will be no meeting notices mailed until the PAC signed off on workshop materials.

## GROUP HANDOUT ON ALTERNATIVES

Ichter presented the group with a handout that represented the locality representatives' first response to the First Screen report.

Flip charts were used to record a summary of comments and discussion items. (These comments were summarized and incorporated into "I-66 MIS Corridor Screen 1 Disposition of Alternatives as of 1-24-96," which was presented to the group at its 1-26-96 meeting.)

- ◇ Committee members recommended that the number of lanes in any of the alternatives be based on travel demand forecasts.
- ◇ Committee members recommended a new segmentation sequence and requested that it be reflected in all future publications:
  - Segment 1: Beltway to Vienna Metro Station
  - Segment 2: Vienna Metro Station to Route 50

Segment 3: Route 50 to Fairfax County Parkway  
Segment 4: Fairfax County Parkway to Centreville (Route 28)  
Segment 5: Route 28 to Route 234  
Segment 6: Route 234 to Route 234 Bypass  
Segment 7: Route 234 Bypass to Gainesville  
Segment 8: Gainesville to Route 15

#### TRAVEL DEMAND FORECASTS: STATUS

Kuykendall stated that currently the only viable travel demand forecasting option was the Existing Dulles Model. The Enhanced Dulles Model would not be ready for months.

- ◇ It was agreed to have Jeff Bruggeman come to the next TAC meeting to give a detailed explanation of the Dulles model's (existing and enhanced) status, the project's modeling strategy, and answer questions from members.

A Prince William county representative recommended that consultant team members meet with Prince William staff to resolve Traffic Analysis Zone (TAZ) issues. Some members were still concerned that COG did not have the latest TAZ data for western portions of the study area.

*The meeting was adjourned at 4:30pm.*

**AGENDA**  
**I-66 TECHNICAL ADVISORY COMMITTEE**

January 11, 1996 / 9:00 AM - Noon

Fairfax County Complex  
Herrity Building  
12055 Government Center Parkway  
Room 940 (enter through Room 936, DEM Training Center)

1. EVALUATION FRAMEWORK (See Attachment #7 from 12/21/95 Meeting)
  - Alternatives Development Process
  - Purpose and Need
  - Goals and Objectives
  - Evaluation Criteria
2. REFINEMENT OF ALTERNATIVES FROM PUBLIC WORKSHOPS
  - Alternative Definition
  - Decision on Retention/Dismissal
  - Incorporation into Screening Process
3. 10-MINUTE BREAK
4. PRESENTATION OF FIRST SCREEN EVALUATION REPORT
  - Refinement of Alternatives
  - Slide Show of Alternatives
  - Evaluation/Screening

Note: No action will be taken on this report until the January 18 TAC meeting.

5. DECISION ON PUBLIC WORKSHOPS 2/12, 2/13/96
  - Discussion of Presentation Materials
6. OTHER
7. NEXT MEETING
  - 1/18/96, 1:00 PM ~~Northern Virginia DOT~~
  - Final Action on First Screen Evaluation Prior to Public Workshops
8. ADJOURN

I-66 MIS Technical Advisory Committee Meeting Minutes  
January 11, 1996, 9 AM  
The Herrity Building -- Room 940

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Attending:

Technical Advisory Committee

Farid Bigdeli, VDOT NOVA  
Tom Blaser, Prince William County  
Ronald Downing, WMATA  
Angela Fogle, Fairfax County Transportation  
G. Toni Giardini, COG  
Kathy Ichter, Fairfax County Transportation  
Bob Kuhns, City of Fairfax  
Bob Moore, Fairfax County Transportation  
Valerie Pardo, VDOT NOVA  
Steve Roberts, VRE

Consultant Team

Gary Kuykendall, VDRPT  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Dick Wolsfeld, BRW

## **BASELINE SCENARIO**

Kuykendall opened the meeting by reviewing COG/TPB recommendations for the Base Case alternative. It is recommended that Baseline Scenario replace any reference to ~~Base Case~~ or No Build. *The Baseline Scenario will consist of CLRP projects that are coded.* It was the intent of the TPB that this new definition be presented and reviewed by individual agencies involved with MISs, committees (TACs and PACs) from individual MISs, and the TPB Technical Committee.

The support of DRPT, VDOT, WMATA, the City of Fairfax, COG and VRE was recorded for the above Baseline Scenario definition and would be reported to the PAC and the TPB Tech Committee who would also be reviewing it.

## **ITEM 1: EVALUATION FRAMEWORK**

### Process for the Development of Alternatives

Wolsfeld's opening comments focused on the project team's need to provide the TAC with enough information so that they felt comfortable making decisions related to alternatives. He also stressed the importance of TAC consensus on the structure of Purpose and Need Statements, Evaluation Criteria and Goals & Objectives which would end up driving the screening process.

Members of the Committee expressed concern over the relationship (lack of) between the Purpose & Need Statements and the designated Primary Study Area. Some felt that the P&N Statements were closely related to the I-66 facility while the study area was almost regional in nature.

### Measures of Effectiveness

Several Committee members felt that the Measures of Effectiveness, as presented via overhead charts, had problems related to clarity and focus.

To improve the clarity of the charts, several text changes were suggested and agreed upon. Also, a change in the chart's layout was suggested by Kuhns.

Regarding focus, Blaser and Moore suggested having two categories of Measures of Effectiveness: those that related directly to the I-66 Corridor and those that were regionally-oriented.

Wolsfeld explained that vehicle hours and vehicle miles and transit patronage would be calculated by facility and mode. He explained that COG's land use 5.2 would be the basis for patronage forecasts. Once numbers were collected for all facilities it would become a question of how to organize (add/subtract) the data. Kuhns suggested organizing the data by the segments represented in the charts at the bottom of transportation alternative pages. Moore commented that it was especially important to figure out how data will be separated or made into subsets *now*, before Peat Marwick starts running the model.

Committee members felt it imperative that PAC members know that there was



flexibility in the study and that they had some control over the alternatives.

Wolsfeld explained that issues of equity/environmental justice were required in an EIS, however, they were not required in an MIS and it would be up to the committees and project team to make decisions regarding their inclusion as evaluation criteria. The Committee moved to take up the issue of equity at the next meeting.

Committee members agreed that the project team quantify units whenever possible to minimize the study's reliance on qualitative or subjective Measures of Effectiveness.

Wolsfeld reiterated that the review of alternative land uses was not part of the team's contract. He explained that it was the team's intent to receive comment and decisions regarding compatibility (particularly as it related to land use) from local jurisdictions. TAC members agreed to take up the issue of land use/transportation alternatives at the next meeting.

The Committee agreed that Safety should be included as an Evaluation Criteria and some sort of quantitative value assigned to it.

#### **DRAFT REPORT ON UNIVERSE OF ALTERNATIVES AND FIRST SCREEN EVALUATION**

Wolsfeld instructed TAC members to read the distributed report for it would be the focus of both the January 18th and January 26th TAC meetings. The goal was to have Committee members decide how the empty blocks within the Summary Chart (at the front of the report) should be filled out.

#### **REVIEW OF UPCOMING SCHEDULE**

The Committee agreed with Wolsfeld's suggestion to push the next round of Citizen Information Meetings back to February 26th and 27th.

It was agreed that there would be a TAC meeting on January 18th at 1pm at the Herrity Building, Room 106/107.

It was agreed to have another TAC meeting on January 26th at 1pm. Location to be announced.

*Meeting adjourned at 12:30pm.*

**AGENDA**  
**TECHNICAL ADVISORY COMMITTEE I-66 MIS**  
**21 DECEMBER 1995 1:00-4:00 PM NO. VIRGINIA DOT**

1. INTRODUCTIONS
2. MINUTES OF 11/16/95 MEETING (ATTACHMENT #1)
3. RESULTS OF PUBLIC WORKSHOPS HELD ON 11/14 AND 11/15/95
  - MINUTES OF MEETINGS (ATTACHMENT #2)
  - PROBLEMS/PURPOSE AND NEED SUGGESTIONS (ATTACHMENT #3)
  - ALTERNATIVES SUGGESTED (ATTACHMENT #4)
4. STATUS OF POLICY ADVISORY COMMITTEE
  - COMMITTEE MEMBERSHIP
  - 12/14/95 MEETING
5. CONSENSUS ON THE UNIVERSE OF ALTERNATIVES
  - CONSULTANT ORIGINAL ALTERNATIVES (9/21/95 TAC MEETING)
  - BASE CASE ALTERNATIVE (ATTACHMENT #5)
  - ACTIONS ON ALTERNATIVES SUGGESTED AT WORKSHOPS (ATTACHMENT #6)
  - TAC INPUT ON ADDITIONAL ALTERNATIVES
  - FINALIZE UNIVERSE OF ALTERNATIVES
6. EVALUATION FRAMEWORK (ATTACHMENT #7)
  - ALTERNATIVES DEVELOPMENT PROCESS
  - PURPOSE AND NEED
  - GOALS AND OBJECTIVES
  - EVALUATION CRITERIA
7. SCHEDULE FOR SECOND PUBLIC WORKSHOP: WEEK OF 2/12/96
8. OTHER
9. FIELD TOUR: SUGGESTED DATE 1/11/96
10. 1996 MEETING DATES
11. ADJOURN

NOTE: The most important agenda item is to develop a consensus on the Universe of Alternatives. Please review the original consultant alternatives presented at the 9/21/95 TAC meeting, review the attachments in this agenda packet, and be prepared to provide your input to the consensus building process. Thanks.

Gary Kuykendall

Alternative 3A -- I-66 HOV Facilities Enhancement.

Wolsfeld pointed out the changes that had been made to the text based on earlier TAC member requests: reference to bus service and special entry ramps to HOV lanes.

Kathy Ichter (Fairfax County OTP) pointed out that the County had once tried to develop a special HOV ramp at Blake Lane, but strong citizen opposition stopped the project. People were concerned about the impact to their neighborhoods caused by people cutting through it to get the Metro station. She added that the success of HOV was directly related to keeping its users separate from general users and developing a strong, cohesive HOV system. She stated that just weaving HOV access into an existing interchange was extremely difficult thing to do.

Stevens suggested Route 123 as a possible location for a special HOV ramp. He agreed that any mention of locating one at Blake Lane would meet with fierce opposition. Pardo was concerned that a special ramp at Route 123 would affect regular access to the Metro station.

Burfield suggested not mentioning any specific locations in the descriptive text for this particular alternative.

Rapley wanted to know if this alternative would be enhancing the existing concurrent HOV. Wolsfeld replied that existing concurrent HOV would remain.

The group had no more comment on 3A and accepted it as an alternative.

Alternative 3B -- Extension of HOV beyond Gainesville

Wolsfeld explained that there were two options: along I-66 and/or Route 29.

Fogle wanted to know what was meant by the words extension and enhancement. Wolsfeld explained that on top of extending HOV westward, this alternative would also explore the enhancement feature of taking HOV users up and over signalized intersections and giving them preferential access. Pardo questioned if HOV enhancements also included increased bus service. Wolsfeld replied yes. Stevens wanted to know if enhancements would include additional parking. Wolsfeld answered yes.

Alternative 3C -- Barrier separated HOV along I-66.

There were several questions related to barrier-separated HOV and how it would be accommodated in the existing median and ROW. Wolsfeld explained that there would be 3 general purpose lanes with 2 separated HOV in the center (3/2/3 -- this would mean taking away 4th general purpose lane where it exists and converting it to HOV)

Ichter suggested that if this alternative would preclude Metro service that the 4th general purpose lane should probably left alone.

Stevens pointed out that if special HOV access ramps were going to be added that some general purpose lanes were going to be lost anyway. He suggested letting traffic dictate what should be done. He added that it might make sense to run this alternative with 3 general purpose lanes and separated HOV and see what the options turn out to be.

Wolsfeld wanted to know if everyone agreed to a 3/2/3 lane set up for separated HOV west of Route 50. There were no voiced objections from members.

Lewis Grimm (TY Lin) added that perhaps 3/2/3 would be a starting point and that eventually more attention might be given to looking at a 4/2/4 layout.

Stevens pointed out that having 2 HOV lanes assumes that peak hours will have only one way movement -- and he wondered if there was data that supported this assumption or if there might be early evidence of different travel patterns.

Burfield wanted to know what would happen when HOV ran into the Vienna Metro Station. Wolsfeld replied that the 2 HOV lanes would be taken to one side or split on either side.

Benton wanted to know if the project team would model the 3/2/3 HOV solution and then "tweak" it to get it to work. Wolsfeld replied that 3/2/3 would be run and the team could even play with different combinations for separated HOV.

Alternative 4A -- I-66 Roadway Improvements (Adding general purpose lane to I-66 facility).  
Fogle wanted to know if SOV lanes could be built under ISTEA. Kuykendall answered that SOVs could be built if they could be justified.

There were no objections from members to include Alt 4A in the universe.

Alternative 4B -- Upgrade Routes 29 and 50 to Super Arterials.

Wolsfeld explained that this alternative involved more than just widening the arterials. He stated that grade separations at intersections and restricted access points were also part of it.

He also informed the group that the County's plans for Route 50 might not coincide with what this alternative was advocating. He added that the City of Fairfax was in the process of updating its transportation plan which recommended widening Route 29 and 50 to six lanes. Kuhns also requested a revision to the sentence that referred to single point interchanges.

Benton wanted to know if this alternative would include any kind of bus lane on Route 50. Wolsfeld said that a bus lane would be included in this alternative and also as part of Alt 3.

Members did not object to including 4B as part of the universe.

Alternative 4C -- Combination of 4A and 4B.

Stevens was concerned about the relationship between SOV development and air quality constraints.

After some a short discussion about the heading for Alternative 4C, it was agreed that it be changed to read "Roadway Improvements to I-66, Route 50 and Route 29.

Kuhns suggested that the beltway/Route 50/Fairfax County Parkway/Route 28/Route 15 might be better divisional segments for the matrix. Grimm explained that if divisional segments were changed at all, they would have to be changed on all alternatives. He was worried that this might cause an additional amount of confusion.

Kuhns then suggested that the segments be divided as follows so that the number of matrix blocks remained the same: Beltway/Vienna Metro Station/Route 50/Fairfax County Parkway/Route 28/Route 234/Gainesville.

Alternative 5A -- VRE extension to Nokesville.

Wolsfeld explained that VRE did not think this was a viable alternative. Kuykendall added that Prince William County representatives were not very enthusiastic about the alternative either. Benton pointed out that if you extend VRE any farther than Nokesville you get into the Route 29 study area.

Wolsfeld proposed to the group that this alternative be removed from the universe. There were no objections from TAC members.

Alternative 5B -- VRE extension from Gainesville to Haymarket.

Wolsfeld pointed out that this alternative was contingent upon a new bypass track of the Norfolk Southern RR. He explained that careful consideration must be given to this alternative because it dealt with private lands.

Nesselrodt commented that Norfolk Southern had told VDOT that there needed to be a double track.

Benton guessed that VRE might be more comfortable with the alternative if the text chosen was a bit more general. She suggested the following: "in addition to the service extension, enhancements such as increased frequency of service or reverse peak service would be examined."

Bigdeli mentioned that Prince William County representatives were wondering why we were singling out this particular alternative by going into such detail in the descriptive text. Wolsfeld explained that the extra attention was due to the fact that this was a large piece of privately owned land; and we know who the owner is.

Kuykendall suggested leaving the last two sentences of the descriptive text ( from "... in as much ...") up to Prince William County representatives to review and edit. There were no objections from the group. The group also agreed that this alternative should be included into the universe after Prince William County representatives had a chance to comment on it.

Alternative 5C -- Combination of 5A and 5C.

This alternative was dropped because it included Nokesville extension.

Alternative 6A -- Light rail: Along I-66 median and up Route 50 to Dulles vicinity.

Alternative 6B -- Light rail: Along Routes 29/50 and down to Manassas VRE station.

Wolsfeld pointed out that this light rail line would be a feeder to metro and used for local trips.

James Hamre (Arlington County) suggested taking the light rail beyond the VRE station in Manassas to places of higher development and ridership.

Fogle was concerned about the length of headways that would be run on this line. She did not think the same headways should operate all day long. Wolsfeld agreed with her.

Kuykendall interjected that some midday travel may already exist due to Fair Oaks, and more midday travel could be created by locating the new line so that it connected activity centers.

Stevens suggested that Route 29 might possess a more conducive ROW situation than I-66, especially when contiplating going all the way out to Route 28 before turning south to Manassas.

Bigdeli wanted to know if the study would receive updated household densities. Wolsfeld stated that the project team would be getting updated numbers.

Kuhns suggested that having light rail follow existing roads might be taking the new line away from where the people are actually located. The idea is to allow people more opportunity to walk to stations. He suggested that the descriptive text be changed, allowing for more general references to line and station locations in order to capture ridership.

Hamre wanted to know how 6B would connect to GMU. Wolsfeld stated that the project team could not make connection to GMU work.

Alternative 7A -- Extension of Metro-like rail in I-66 median to Centreville.

Kuhns stated that the City of Fairfax was open to a new station in Jermantown, however, he believed that Fairfax County might not want such a station due to past citizen opposition. Wolsfeld asked Fairfax County representatives for the County's position. Fogle believed that the County was still against a Jermantown Metro station location. Kuykendall wanted to know why citizens opposed such a location in the past. Marie Travesky (Travesky & Associates, Ltd.) explained that the proposed Jermantown Metro station was adjacent to a powerful and affluent community that had organized a strong opposition campaign.

Wolsfeld asked if a Jermantown station location should be replaced by a Stringfellow location. Stevens suggested checking to see what was on the Comprehensive Plan before deciding.

Alternative 7B -- Metro-like rail from I-66 up Route 50 to Dulles vicinity.

Wolsfeld explained that this alternative would require significant improvements to Route 50.

Nesselrodt noted that IAD did not want to be the terminus on any new Metro line. He suggested showing the line extending past the airport.

Kuhns pointed out that a Route 50 alignment would not serve Fair Lakes nor the Fairfax County Government Center. Wolsfeld suggested that the alignment could go out I-66 to the Fairfax County Parkway and up to Route 50 and on to Dulles (which would still not serve either location directly). Ichter interjected that the alignment of 7B might be something that the County would need to review and make recommendations on.

**6. POTENTIAL ADDITIONAL ALTERNATIVES FROM CITIZEN WORKSHOPS**

With all existing alternatives reviewed, Wolsfeld wanted to begin reviewing an additional 10 alternative options that came out of the citizen workshops. Wolsfeld noted that two messages from public were very clear: Problems with North/south movement and HOV.

After review and consideration, the project team decided to drop five of the ten. The five citizen alternatives that were dropped were:

1. Moveable barriers
2. Air service
3. Monorail
4. Telecommunications
5. Bicycle facilities were dropped as a separate alternative but will be considered as part of every alternative in the final universe.

Wolsfeld explained that the project team wanted the TAC to review the remaining five citizen alternatives:

1. North/south light rail
2. Reversible general express lanes on I-66
3. North /south HOV (Route 50, 29 and Fairfax County Parkway)
4. Elimination of HOV on I-66
5. I-66 as a toll road.

#### N/S Light Rail

Pardo commented that a north/south light rail system could not be built and expected to stand on its own. Wolsfeld agreed that there would need to be some kind of connection -- to both activity centers and other transportation options (Metro, bus service, HOV loading areas, etc.)

Stevens believed that this alternative option went way beyond the scope of the study. He also added that anticipated improvements to existing north/south roadways were expected to meet capacity needs.

Wolsfeld acknowledged Steven's view. However, Wolsfeld reminded the group that citizens were trying to point out that they did not see any non-SOV investment in the north/south direction -- and it concerned them. The first alternative that comes into their minds is rail. Grimm suggested adding this an alternative pending the Base Case run.

Hamre suggested working this citizen alternative into Alternative 6A or 6B.

#### Reversible general purpose express lanes

Wolsfeld stated that the project team did not have enough information on traffic demands to support dismissal of this citizen alternative. He added that development of express lanes would eliminate HOV.

Phil Hopkins (VDOT) stated that he would like to have more traffic volume and pattern data regarding the HOV lanes on I-66. He added that the agency still got much citizen correspondence requesting that the HOV be removed.

Stevens expressed concern over the relationship of this type of alternative and air quality constraints. He wanted to know if such an alternative could be possible under the federal conformity regulations. Rapley stated that it would be permissible under the conformity regs but that a full analysis would need to be done.

Bigdeli motioned to drop this citizen alternative from consideration because it would require a three month air quality analysis.

Kuhns commented that perhaps it would really be up to the PAC to deal with the policy implications attached to this particular citizen alternative.

N/S HOV (Routes 28, 50, Fairfax County Parkway)

Benton commented that perhaps a busway treatment would better serve north/south movements on these routes rather than HOV or light rail service. She envisioned a reserved bus lane that could vary from road alignment that could hit activity centers and carry people quickly to I-66 HOV.

Wolsfeld understood the value of having unrestricted bus access to major interchanges, however he added that a bus-a-minute would be needed to merit the development of a separate bus lane.

Ichter interjected, agreeing with the five dismissal decisions already made by the project team, but then suggesting that the team write up the remaining five in more detail and give them to the TAC for further review and final decisions. Other TAC members agreed.

**7. PROJECT BUS TOUR**

It was suggested that instead of a bus tour that a comprehensive slide show be presented on the afternoon of January 18. A 1pm starting time was decided upon for January 18th. Location to be decided later.

*The meeting was adjourned at 4:30pm.*



**AGENDA**  
**TECHNICAL ADVISORY COMMITTEE I-66 MIS**  
**16 NOVEMBER 1995 9:00 AM NORTHERN VIRGINIA DOT**

**(BAGELS AND/OR DONUTS WILL BE SERVED)**

1. INTRODUCTIONS
2. MINUTES OF 10/11/95 AND 10/19/95 MEETINGS: ATTACHMENTS #1 AND #2
3. STATUS REPORT ON POLICY ISSUES
4. SUMMARY OF 11/14/95 AND 11/15/95 PUBLIC WORKSHOPS
5. UPDATED SCHEDULE AND PROCESS TO COMPLETE  
INITIAL SCREEN: ATTACHMENTS #3 AND #4
6. LAST REVIEW OF INITIAL DRAFT PURPOSE AND NEED  
(Bring Purpose and Need Draft - Attachment #2, 9/21/95 TAC Meeting)
7. REPORT 11/9/95 MEETING ON THE TRAVEL FORECASTING MODEL
8. BASE CASE ALTERNATIVE
9. UNIVERSE OF ALTERNATIVES: ADVICE ON CONSULTANT TEAM'S PROPOSED  
INITIAL 15 ALTERNATIVES  
(Bring Definition of Universe of Alternatives - Attachment #4, 9/21/95 TAC Meeting)
10. COMMENTS ON METHODS REPORTS (Distributed at 9/21/95 TAC Meeting):
  - Public/Agency Involvement
  - Alternatives Evaluation: Screen 2 and 3
11. NEXT MEETING: DECEMBER 21, 1995, 1:00 PM
12. OTHER
13. ADJOURN

16  
**I-66 MIS TAC MEETING MINUTES**  
**November 15, 1995**  
**Fairfax County Office of Transportation, Room 949**

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**Attending:**

**Technical Advisory Committee**

Kathleen Benton, NVTC  
Tom Blaser, Prince William County  
Ed Cordero, FHWA  
Angela Fogle, Fairfax County  
Corey Hill, VRE  
Phil Hopkins, VDOT TPD  
Kathy Ichter, Fairfax County Transportation  
Bob Kuhns, City of Fairfax  
Larry Marcus, MWCOG  
Bob Moore, Fairfax County  
John R. Nesselrodt, VDOT TPD  
Valerie Pardo, VDOT NOVA  
George Phillips, Loudoun County Transportation  
Steve Rapley, FHWA Region III  
Steve Roberts, VRE  
Rick Stevens, WMATA  
Dirk Young, PRTC  
Carolyn Zeller, VDOT NOVA  
Farid Bigdeli, VDOT NOVA  
Bill Jeffrey, VDOT  
Donna Kennon, DRPT  
Gary Kuykendall, Project Manager, DRPT

**Consultant Team**

Jinni Benson, Mary Means & Associates  
Rick Nau, BRW  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Marie Travesky and Associates  
Dick Wolsfeld, Consultant Team Project Manager, BRW

## 1. INTRODUCTIONS

Kuykendall started the meeting off by requesting a round robin introduction of all present.

## 2 MINUTES

Kuhns wished to clarify a statement on page 3 of the October 3rd meeting minutes. Kuhns stated that his comment should read that the Mayor of Fairfax (not Kuhns) sent a letter to Leo Bevon.

## 3. POLICY ISSUES

Bill Jeffrey (VDOT) informed the group that as a direct result of TPB and TAC action Secretary Martinez decided a Policy Advisory Committee would be developed for the I-66 MIS. Jeffrey added that the Secretary participated in a meeting around 2 weeks ago in which it was discussed how to set up a PAC and what form it should take.

The Secretary will make appointments to the PAC and also decide how best to integrate the PAC into the process. Jeffrey anticipated a formal letter from Secretary Martinez in about 2-3 weeks calling for the creation of a I-66 PAC.

Kuhns inquired as to the composition of the PAC; Jeffrey did not know the exact composition.

Zeller believed that the PAC would be a subset of the TCC.

## 4. SUMMARY OF CITIZEN INFORMATION MEETINGS

Dick Wolsfeld reported that 18 participants braved the snow and sleet to attend the Tuesday night meeting at Stonewall Jackson High School. The meeting at Centreville High School on November 15th was attended by roughly 60 to 70 people. To get a better idea for what transpired in each working group, Wolsfeld suggested that the table monitors each give a quick report on their group's activities and discussions.

Kathleen Benton and Bob Kuhns explained that there were a wide range of opinions expressed within the group, but noted the following key points:

- the need for better bus service: more frequent runs during peak hour, service during the day and on weekends
- currently there is no midday Metrobus service into DC -- provide this
- HOV lanes don't work (violators, low volume, lanes back-up at beltway negating any time saved)
- some form of rail should go farther west, but there is no way to get from stations out to work places or from residential areas in to stations
- much discussion around funding (participants felt that more \$ should come back to NOVA transportation)

Phil Hopkins and Lewis Grimm facilitated a group which added the following comments:

Jeffreys was under the impression that the CLRP was a given inside the Corridor and the Study Area. However, higher authorities within VDOT and DRPT have differing opinions: DRPT want to take CLRP out of the Corridor Base Case, while VDOT wants to keep the CLRP in the Corridor Base Case.

Blaser voiced concern regarding the CLRP issue. He stated that in an earlier TAC meeting the group had agreed that CLRP was Base Case in the Study Area and in the Corridor.  
*(The group referred to their October 11, 1995 TAC meeting minutes.)*

Rapley commented that there were projects in the CLRP that directly affected the outcome of the I-66 MIS. Although the CLRP projects are fundable, Rapley felt that assumptions related to these projects should not be permitted to bias the MIS.

Stevens commented that this type of discussion had not framed other MIS such as Dulles, Wilson Bridge and Beltway.

Moore questioned the reasoning for having a CLRP if it would be eventually discounted from a MIS Base Case.

Rather than excluding CLRP projects from the Corridor Base Case, Cordero advocated including them and using the MIS to improve them.

Moore commented that just because a CLRP project that crosses I-66 has a different goal or objective than the MIS, doesn't mean it should be on the chopping block. He also added that locals should not have to prove to the Feds that CLRP projects have merit on their own and do not bias the MIS.

Blaser warned that the only thing within this region that comes anywhere close to consensus is the CLRP, and to throw it to the wind would be an irrational thing to do. He also voiced the opinion that it was disingenuous to have gone to COG to get their approval on this MIS and then turn around and start monkeying with the CLRP/Base Case issue..

Jeffrey replied that he thought that it was the FHWA's responsibility to advise rather than make final decisions in the MIS process. Jeffrey suggested taking the issue to the PAC. Jeffrey also mentioned that he would talk to Dave Gehr about the issue.

Rapley explained that if CLRP projects have an impact (positive or negative) then they should be removed from the Base Case.

Bigdeli stated that if we wanted all the MIS' to be comparable, then there has to come a point when we must decide what will constitute Base Case in all of them so that this relationship can occur.

Rapley asked if any of the TAC members felt that CLRP projects did not impact the I-66 Corridor.

Blaser stated that such a question was really irrelevant, based on how hard and long people in this area had worked to finally get the CLRP.

Kuykendall interjected that there was disagreement among agencies regarding CLRP and Base Case. However, he thought it would be a good idea for those representing agencies and jurisdictions to voice their opinions regarding what they would like to see applied as Base Case.

Stevens suggested having the consultant write up an analysis and give his professional opinion on the situation.

Jeffrey replied that BRW had done an analysis and made recommendations similar to what FHWA was directing.

Wolsfeld added that in his opinion there were only 6-7 CLRP projects that could really affect the MIS (the I-66 facility), and that he advocated putting all the CLRP projects into the Corridor Base Case except these 6-7.

Kuhns wondered if the CLRP could be considered Base Case everywhere, and then change on a case by case basis within each alternative. This way the CLRP would be constant in all MIS' and they would be comparable.

Stevens replied that such a solution would cause a real technical problem because if you have 10-15 alternatives and then you start putting in and pulling out 10 CLRP produce in each alternative, you end up with 100+ model runs.

Nau suggested making No Build one separate alternative and also having the CLRP be another separate alternative.

Addressing the group, Kuykendall stated that it was pretty evident what the majority opinion was regarding the CLRP/Base Case issue and that it would not be necessary for TAC members to go on record.

Jeffrey commented that he thought the PAC would need to be told on December 14 what the Base Case would be. If the TAC doesn't agree on the Base Case, then it goes to Bevon, if there is still no consensus then it will go to Secretary Martinez.

Rapley stated that if representatives of this region felt strongly that the CLRP be part of the Corridor Base Case, then let us just assume that the CLRP is part of that Base Case unless there is a reason to review some on a case by case basis.

#### **10. METHODS REPORTS** *(Note sequence change)*

Wolsfeld asked if anyone had comment on the Public Involvement methods report.

Larry Marcus wondered how the COG's Vision Process will relate or affect this MIS. Wolsfeld did not know how the I-66 or any other MIS would be affected. Wolsfeld went on to explain that many people are confused as to how all of these studies and the COG Vision Process fit together and who has the responsibility for relating all of the studies.

Roberts suggested checking with the COG Vision team to see if I-66 is coming up at any of the area meetings.

Wolsfeld suggested skipping comments on Alternatives Evaluation : Screen 2 & 3 which was the next scheduled agenda item due to time restraints.

Zeller questioned how the group could reach consensus on alternatives if they did not yet know what the base case would be.

Wolsfeld mentioned that perhaps it was not a question as to whether or not the CLRP was included in the Base Case, but rather, whether or not we can analyze CLRP projects within the immediate Corridor.

Wolsfeld asked if the team should do run a forecast using EXISTING and TIP in the Corridor (call this "No Build") and then run another forecast with CLRP in the Corridor (call this "Base Case").

Wolsfeld suggested that if all could agree to this approach:

- EXISTING & TIP as NO BUILD and assign 2020 Forecast,
- CLRP as BASE CASE and assign 2020,
- and analyzing the CLRP projects within the Corridor

then the team could start immediately to redefine alternatives.

Kuhns cautioned that it would not really be meaningful to test a 2020 forecast on 2001 improvements (which would be the NO BUILD scenario suggested by Wolsfeld). However, Kuhns felt running the 2020 on the CLRP would be okay.

Zeller commented that this process would only prove again that ALL road improvements would be needed. Given this very probably outcome, Zeller suggested that the group and the project really focus on public transit.

Roberts wanted to know if projects that were dropped from the CLRP because of financial constraints would re-enter the alternative process.

Ichter suggested that representatives from the central Richmond office attend a TAC meeting. Wolsfeld understood the reasoning behind such a request, since the planning philosophies between Richmond and regional/local groups seemed to be at odds.

Instead of running the 2020 on EXISTING and TIP (2001), Kuhns suggested running the 2020 on the CLRP as BASE CASE and then extending upwards and running the 2020 on the next level of improvements (LRP?).

Zeller concurred. She stated that people from the group had been through this forecasting process twice already, and each time the planned improvements were still not adequate for anticipated traffic volumes. She thought perhaps it was time to bypass a NO BUILD scenario and forecast something beyond the CLRP.

## 9. UNIVERSE OF ALTERNATIVES

Although a decision about the BASE CASE still needed to be determined, Kuykendall asked that TAC members contribute written comment on the existing set of alternatives by December 1. Comments would be incorporated into the presentation to the PAC on December 14..

Wolsfeld asked the group if it would be okay to develop a few more alternatives from the public workshop comments, mail them out for review by TAC, and then present them at the PAC meeting on December 14 as "Ideas from the Workshops." *(The were no objections from present TAC members.)*

## 11. NEXT MEETING

Kuykendall reminded the group of the next TAC meeting on December 21, 1995 at 1pm at the VDOT NOVA District Offices.

*Meeting was then adjourned by Kuykendall.*

**AGENDA**  
**TECHNICAL ADVISORY COMMITTEE I-66 MIS**  
**19 OCTOBER 1995 1:00 PM NORTHERN VIRGINIA DOT**

1. INTRODUCTIONS
2. MINUTES OF 9/21/95 MEETING - Attachment #1
3. PURPOSE AND NEED: FINALIZE INITIAL DRAFT  
(Bring any final comments to the meeting)
4. UNIVERSE OF ALTERNATIVES: APPROVAL
5. PROCESS TO SCREEN UNIVERSE OF ALTERNATIVES: DISCUSSION
6. PUBLIC WORKSHOPS IN NOVEMBER 1995 - Attachment #2
7. DRAFT OF FIRST NEWSLETTER TO BE HANDED OUT AT PUBLIC WORKSHOPS AND MAILED SHORTLY THEREAFTER
8. METHODS REPORTS: APPROVAL
  - Travel Demand Forecasting
  - Public/Agency Involvement
  - Alternatives Evaluation
  - Station Area Planning
9. MAILING LIST ADDITIONS
10. OTHER
11. NEXT MEETING: NOVEMBER 16, 1995, 9:00 AM, NOT 1:00 PM
12. ADJOURN



I-66 MIS TAC MEETING MINUTES  
October 19, 1995  
NOVA Transportation Commission

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Attending:

TAC Members and Representatives

Tom Blaser, Prince Wm. County  
Angela Fogle, Fairfax County  
Phil Hopkins, VDOT TPD  
Bob Kuhns, City of Fairfax  
Ron Milone, MWCOG/TPB  
John R. Nesselrodt, VDOT TPD  
Valerie Pardo, VDOT NOVA  
Steve Rapley, FHWA Region III  
Steve Roberts, VRE  
Bob Sutton, NPS (Manassas National Battlefield Park)  
Dirk Young, PRTC

Project Management

Donna Kennon, VDRPT  
Gary Kuykendall, Project Manager, VDRPT

Consultant Team

Jinni Benson, Mary Means & Associates  
Jeff Bruggeman, KPMG  
Carol Ann Perovshek, Mary Means & Associates  
Marie Travesky, Marie Travesky and Associates  
Dick Wolsfeld, Consultant Team Leader, BRW

## INTRODUCTIONS

Gary Kuykendall suggested introduction be skipped due to time restrictions, busy schedules and the fact that all participants probably knew one another.

## MINUTES OF LAST MEETING

Kuykendall asked the group if there were any comments on the minutes of the September 21 TAC meeting.

John Nesselrodt (VDOT TPD) had a conflict with an earlier statement by Tom Blaser (PW County) regarding the inclusion/exclusion of PW County data in Round 5.2. Nesselrodt stated that demographic data from PW County was in 5.2, but that the new TAZs were not.

Blaser replied that the 5.2 and how it relates to PW County is still under scrutiny by PW County.

Ron Milone (COG) explained that Round 5.2 land use does cover all of PW County, however, the more refined TAZs currently in place have not been forecasted by 5.2.

Kuykendall suggested that because there seemed to be confusion about network and land use assumptions (issues that go well beyond the I-66 MIS scope), that resolution should be sought between staffs or through travel forecasting at MWCOG rather than at this TAC meeting.

Bob Kuhns (Fairfax County) wanted to correct a statement on page 5 (last item under 4) of the September 21 minutes. The statement should read and will be changed to read: "Kuhns stated that Traffic Analysis Zones are *not easily comparable*."

With no other changes to the September 21 minutes, Kuykendall introduced Dick Wolsfeld to begin discussion on the Purpose & Need Statement

## PURPOSE & NEED STATEMENT

Wolsfeld explained that the project team wanted to present the P&N Statement to the public at the November 14 and 15 citizen information meetings, making it necessary for consensus to be reached by the TAC on this issue. Wolsfeld explained that just the P&N "headers" would be presented at the citizen information meetings rather than all the text that accompanied each purpose and/or need. The header would then also be supported by a graphic.

Blaser (PW County) expressed concern over going public with this MIS on November 14 and 15. He went on to add that immediately upon designating the I-66 MIS, the COG TPB cited a need for a policy committee and made three or four other suggestions related to where they thought this study should be going. The TPB expects that there would be some movement on the issues they raised. Officials are expecting to be brought on board this study very, very soon.

Kuykendall explained that it was the Commonwealth's position to seek policy advice from the in-place structure/organizations within each region. It was his understanding that Robert Lee hoped to begin working with the TCC to develop a policy component for the I-66 MIS and other studies.

Kuykendall suggested that the "boundary lines" of the study area be made "softer" before taking it to the public. He also suggested that the P&N headers be presented to the public as having been seen by the TAC.

#### **PURPOSE AND NEED STATEMENT**

Wolsfeld opened discussion on the P&N by having the group run through all of the statements and asking individuals to make comments where necessary:

1. High level of Existing Vehicular Congestion in Both Peak Periods -- comment: omit "High level of."
2. Forecast of Worse Congestion and an Increase in Vehicle-Miles of Travel in the Year 2020 --

Steve Roberts (VRE) wondered if the I-66 Corridor had strong recognizable patterns like the Shirley Highway (I-395) Corridor, and if this MIS would somehow lead to an answer on this. He went on to comment that it seemed that no matter when or where you were traveling within the I-66 Corridor, the traffic was always bad.

Wolsfeld replied that the MIS would offer some answers to dominant travel patterns within the I-66 study area. He went on to explain that the tricky part would be what to do with the answers: you can be proactive and use your transportation investments to set trends, or you can be reactive and base your investments on the trends.

Kuhns commented on the need to use the newest TAZs and to normalize information so that employment maps truly reflect what is happening out in the study area. If the project team were to use the newest zones, then places like Manassas and Fairfax City would appear much more dominant.

3. Existing and Forecasted Dispersion of Population and Employment Throughout the Corridor and the Associated Travel Patterns -- no comments.
4. Air Quality Violations and Non-Attainment for Ozone and CO --

Because the area is seeking redesignation for attainment requirements there was a suggestion to remove CO from the header but to keep it within the body of the related text.

There was consensus on removing CO from the header.

5. Lack of Transit Access to Employment Opportunities in Corridor --

Kuhns suggested removing "Lack of" from the header. Group concurred. Wolsfeld removed.

6. Physical Limitations on Ability to Expand Corridor Infrastructure --

Blaser wanted to know what point was attempting to be made in the text that followed this header.

Wolsfeld replied that the text was trying to explain that the ability to buy more ROW in certain areas is almost impossible.

7. ~~Need for Improved Coordination and Management of the Multi-Modal Transportation System in the Corridor --~~

Kuhns suggested removing "Need for Improved" from the header. Agreement among group. Wolsfeld removed this text.

Kuykendall stated that the I-66 MIS might not resolve this issue but that it should definitely address it.

8. ~~Corridor Infrastructure Inadequately Serves the Travel Demand Associated with Current and Projected Land Use --~~

Wolsfeld reminded everyone that at the last TAC meeting it was agreed to drop this particular statement entirely because it duplicated #1 and #2.

9. ~~Identification of Need to Identify Limited Financial Resources to Pay for Needed Transportation Facilities and Services --~~

Kuhns suggested removing "Identification of Need to Identify Limited". Group concurred.

10. ~~Need to Better Manage and Coordinate the Movement of Goods in the Corridor --~~

Kuhns suggested removing "Need to Better" from the header. Group concurred.

## NEWSLETTER

Wolsfeld reminded the group to focus their comments on content rather than layout and graphics.

Wolsfeld asked the group if the newsletter should duplicate the 9 P&N headers that had just been reviewed. Participants agreed to duplicate P&N headers in newsletter.

Kuhns added that all value-related words (i.e., lack of, better, improved) be dropped from headers or bullet point statements in newsletter.

Blaser wanted to know if a policy committee box would be included in the organizational chart on the front page of the newsletter.

Kuykendall stated that there was no resolution regarding the creation of a policy committee so it could not be part of an organization chart.

Kuhns followed up by stating his concern regarding the organizational chart. He wanted to know if those involved in the I-66 MIS could be mentioned in text format rather than a graphic. He also added that the fourth bulleted statement ("Serves as a guide for future land use. . .") under What Will Result From the Study? be removed.

Angela Fogle (Fairfax County) emphasized that the value of the organizational chart is to show the public how it fits into the project process, and that eliminating it might not be the best thing to do.

Kuhns stated that symbols on the study area map should be consistent (rail lines). Also remove utility line symbol.

Wolsfeld added that the newsletter would be available at the citizen information meetings in November and for mailings after the meetings.

## **CITIZEN INFORMATION MEETINGS**

7:30pm  
Tuesday, NOV 14  
Stonewall Jackson High School

7:30pm  
Wednesday, NOV 15  
Centreville High School

Wolsfeld reviewed Attachment #2 which included a draft agenda for the citizen information meetings. He explained that citizens would be asked what problems they perceived as existing in the corridor. They also will be given maps of the study area and asked to describe alternative possibilities.

Blaser stated that work schedules, after work travel times and preferred bedtimes would dictate who would come to the citizen information meeting from PW County. He stressed the need to be ready to accommodate late arrivals or people who just want to come and look around and not participate.

Fogle wanted to know how the team would ensure that the public felt that their contributed ideas and comments were being integrated into the process. The public wants to see action or get a response that shows their feedback holds importance with the team.

Wolsfeld stated that he would announce that comments and ideas would be incorporated into the project and presented at the next round of information meetings in January.

Kuhns expressed concern about presenting the 15 Alternatives to the public at the meetings. The specificity of these alternatives might make them appear as being already decided. Plus, they contain a lot of new information that could prove too overwhelming for the public's first look. Perhaps it would be better to present "alternative categories" that would be more general in nature. Could you say, "Our team has been looking at alternatives and have come up with the following categories. . ."

Blaser agreed that the presentation should stay away from location-specific alternatives. Use alternative categories and give examples or ideas under each category type.

There was a suggestion from the floor to change the project timeline that appeared in the newsletter and make it reflect what is really happening with this project.

Kuykendall commented that the presentation needed to generate feedback that would be valuable and usable by Jeff Bruggeman and others on the team.

Jeff Bruggeman added that small work groups would need to be tasked by Wolsfeld or a facilitator if we wanted input that had some value.

Kuykendall suggested that the team really think about what type of format was needed to generate feedback that would be valuable to the project.

Milone wanted to know if the presentation would address the financial aspects of the MIS. He stated that the public will ask for everything under the sun -- they have to understand that it will all cost money. Don't get caught up in spending a lot of money chasing "pie-in-the-sky" requests.

Roberts wanted to know if the presentation would touch upon how this MIS related to other current studies.

Rapley suggested a handout listing the P&N headers and then leaving blanks after them for citizens to fill in with their perceived problems and needs.

Kuykendall stated that citizens should be given a mailback option. Wolsfeld agreed and replied that mailbacks were already part of the presentation plan.

Nesselrodt wanted to know if TAC members who chose to act as group facilitators would be briefed prior to the meetings.

Kuykendall stated that there would be a training session for those who would be involved in the break out groups.

#### **UPCOMING TAC MEETING**

The next TAC meeting will be

**\*\* 9:00 AM \*\***

**Thursday, November 16th**

**VDOT NOVA District Office**

I-66 MIS TAC MEETING MINUTES  
October 11, 1995  
NOVA Transportation Commission

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Attending:

TAC Members and Representatives

Kathleen Benton, NVTC  
Tom Blaser, Prince Wm. County  
Rod Burfield, WMATA  
Angela Fogle, Fairfax County  
James Hamre, Arlington County  
Corey Hill, VRE  
Kathy Ichter, Fairfax County  
Bob Kuhns, City of Fairfax  
Ron Milone, MWCOG/TPB  
Bob Moore, Fairfax County  
John R. Nesselrodt, VDOT TPD  
Shiva Pant, Fairfax County  
Valerie Pardo, VDOT NOVA  
George Phillips, Loudoun County Transportation  
Steve Rapley, FHWA Region III  
Stephen Read, Prince Wm. County  
Steve Roberts, VRE  
Carolyn Zeller, VDOT NOVA

Project Management

Farid Bigdeli, VDOT NOVA TPD  
Gary Kuykendall, Project Manager, VDRPT

Consultant Team

Jinni Benson, Mary Means & Associates  
Jeff Bruggeman, KPMG  
Patrick Coleman, KPMG  
Carol Ann Perovshek, Mary Means & Associates  
Dick Wolsfeld, Consultant Team Leader, BRW

## INTRODUCTIONS

Gary Kuykendall (VDRPT) reviewed the packet of information that had been mailed out to TAC members in preparation of the October 19th TAC meeting.

## TIMELINE AND WORK PROGRAM

Dick Wolsfeld (BRW) opened the meeting by acknowledging the conflicts that develop whenever attempting to do an MIS. He stressed the 18 month time study period that had been agreed upon by client and contractor. He also recognized that the project was running about 9 weeks behind the developed timeline, but he emphasized that December 1996 was still a legitimate finish date.

Wolsfeld wanted to go over the work program again with the TAC as he emphasized the need for compromise and negotiation to develop a preferred investment strategy. The major components of the work program include:

- defining the problem (Purpose and Need Statement)
- defining the alternatives
- screening the alternatives (three screens: 15 alts to 10; 10 alts to 6; 6 alts to the final alternative)

Wolsfeld pointed out that models for travel demand forecasting are usually a major discussion point. The I-66 project will be using one forecast for the initial screening of alternatives and a different model for the second and third screens. The third and final screening will be the most comprehensive and will take a lot of time.

Wolsfeld commented that the public dimension (citizen and official) of this MIS would make a complex work program even more so.

Wolsfeld also reminded the group that the Route 29 bypass in Manassas added yet another dimension to the project. Due to the inclusion of the Route 29 Bypass, the National Park Service has requested that a representative sit on the I-66 MIS TAC.

Rod Burfield (WMATA) commented that the December 1996 deadline would be practically impossible to meet for three reasons:

1. no policy committee
2. local jurisdictions are not been brought on board
3. the study is too broad.

Shiva Pant (Fairfax County) informed the group that the travel demand forecasting model being used in the Dulles study is a "mess and continues to screw up that project's timeline." If the I-66 MIS has similar problems with its forecasting model, those problems needed to be figured out quickly or the project would never remain on the anticipated schedule.

Kathleen Benton (NVTC) stated that this project needed the written support of public policy representatives. Although TAC members can agree to something proposed at a meeting, they must also solicit the backing and okay of those involved in policy making that are not at the table.



Bob Kuhns (City of Fairfax) mentioned that he had sent a letter to VDRPT (Leo Bevon) requesting that a policy committee be formed for the I-66 MIS.

Kuykendall explained that Leo Bevon had forwarded the letter to the VDOT Secretary (Robert Martinez) because VDOT and VDRPT are working together on this study. He also agreed that policy issues cannot be resolved in the TAC.

Burfield commented that if this MIS was an act of "just going through the motions" then he didn't mind if there wouldn't be a policy committee. However, he added that if this MIS was to be legitimate/successful, then it must have a policy committee. Additionally, the project team was reminded that TAC members were involved with many other projects and job responsibilities and that it was not fair to assume that TAC members could give extra time and effort to this particular study.

### TRAVEL FORECASTING

Wolsfeld explained that the project team had applied the initial forecasting model (Dulles) to define the existing travel patterns within the Corridor. The hope was to use the generated data to make the Purpose and Need Statement clearer. Jeff Bruggeman from KPMG was introduced to explain current and forecasted travel volumes and patterns.

Jeff Bruggeman (KPMG) explained that he used the travel information developed for the Dulles study. Parsons Brinckerhoff supplied him with a trip table. He then used COG's districts and focused on the work trip data.

Bruggeman found that every district had substantial increases in total work trips from 1990 to 2020. Particularly interesting were the significant increases forecasted for the Haymarket, Fair Oaks and Centreville districts.

#### Traveler Markets:

1. Traditional radial (Corridor into Arlington and DC)
2. Intra (within Corridor)
3. Reverse (Arlington/DC out to Corridor)
4. Cross-region

All four of these markets are anticipated to have very significant increases in growth. Intra market has the largest increase.

Bruggeman posed the question, "Should this study focus exclusively on the traditional radial market when all four markets possess such substantial increases?" He suggested that some markets were easier to serve than others (traditional radial being the easiest; cross-regional the most difficult), and that the real challenge would be to serve the intra market category. Bruggeman cited Pentagon and Bethesda metro stations as examples of successful transit centers catering to the intra market.

Pant wanted to know what types of trips constituted traditional radial vs. intra markets.

Bruggeman explained that traditional radial would include trips from the Corridor into Arlington and DC, while the intra market would include trips that both begin and end within the study area.

Pant commented that it would be interesting to see what part of Fairfax County traveled where.

Bruggeman concurred and added that the majority of new travel trips observed in the Haymarket district were going only as far as Fair Oaks. Pending further study, this might warrant the break down of the intra market category into east/central/west.

Kuykendall wondered if people were using I-66 for short trips.

Bruggeman commented that the largest increases in travel trips were, in fact, within the intra market category, suggesting that perhaps people are using I-66 for shorter trips. This would need closer observation.

Carolyn Zeller (VDOT) wanted intra and reverse market categories defined.

Bruggeman stated that intra meant travel trips which began and ended within the Corridor while reverse included travel trips which originated in Arlington/DC traveled out into the corridor and returned back to Arlington/DC.

Bob Moore (Fairfax County) wanted to know why George Mason University was singled out as its own district.

Bruggeman explained that GMU was made its own district because the project team was thinking that there might be an opportunity to service the university exclusively.

James Hamre (Arlington County) wanted to know where Tyson's Corner fit into the charts and tables that Bruggeman had distributed.

Bruggeman explained that within the tables Tyson's was a destination in and of itself.

Pant stated that the Dulles Study Advisory Committee had requested a similar breakdown of travel trip information from the Dulles project team — the committee is still waiting to receive something. Pant added that they were not questioning the validity of the Dulles model, but would just really like to see the Dulles travel data broken down in a format similar to what Bruggeman was presenting for I-66.

Moore reiterated that the charts and table distributed by Bruggeman were the result of synthetic data generated by the Dulles model. He suggested that the I-66 project team obtain the actual numbers from COG/Census, run them, and check them against the model generated information. He also reminded the project team to be very careful because the trip simulation component of the model was still under review.

Tom Blaser (Prince Wm. County) wanted to know if Bruggeman had used the new, smaller COG TAZs when generating this data.

Bruggeman explained that there are no trip tables available for the new TAZs and that for the initial screening of alternatives the existing Dulles model would be used. However, for the second and third screenings the enhanced forecasting model (which should include the new TAZs) will be used.

Blaser replied that since the existing Dulles model is a fundamental problem in this MIS due to the fact that the model fails to take into account the new TAZs. (A flaw that PW County representatives would continue to point out.)

Corey Hill (VRE) wanted to know if the study would consider trips coming in from further west of the study area.

Bruggeman stated that trips from Fauquier County are included as "external to internal" trips. Bruggeman acknowledged the growing influence of super-commuters on the overall transportation picture.

Farid Bigdeli (VDOT NOVA) wanted to know how the travel pattern data presented by Bruggeman could be used to assist in defining alternatives.

Bruggeman suggested that travel pattern information could help show how different alternatives might be structured to address not only the traditional radial market, but also the intra and cross-regional markets. Bruggeman used the example of HOV extensions on I-66: HOV lanes could be designed to allow PW County residents to exit at Fair Oaks or continue on all the way into DC. This alternative would be addressing not only traditional radial markets but the intra market as well.

Blaser expressed concern that a four-market focus could take the team way outside of the project scope. Blaser requested that the study concentrate on I-66 as its central facility.

Wolsfeld replied that the MIS would concentrate on the travel patterns within the I-66 MIS Study Area.

Kuykendall added that the MIS would not lose focus on I-66 itself, however, it is also a legitimate intention of this study to look at the synergistic effects that different alternatives would have throughout the corridor.

Blaser stated that PW representatives were concerned that a palette of alternatives would slow down any resolution to the immediate problems on I-66. A concern made even stronger by doing the first screening without using the most up-to-date PW information.

#### **NO BUILD/BASE CASE**

Since TAC members expressed concern over what would constitute the Base Case at the last TAC meeting, Bruggeman had identified a listing of all CLRP projects within the Study Area

that would be assumed in the Base Network. From this list he identified ten (10) individual projects for special mention because they directly affected one or more of the initial Universe of Alternatives.

Wolsfeld reiterated that the Base Case would consist of :

1. Outside the Study Area: the CLRP
2. Inside the Study Area: existing plus the CLRP (perhaps with some adjustments)

Kuhns explained that the CLRP was such an issue with some members of the TAC because it represented the hard-won "expectations" of the region. He also pointed out that if all the different studies going on in the metropolitan area define their Base Case differently, then the ability to relate the studies would be destroyed.

Moore commented that leaving the decision about the inclusion/exclusion of the CLRP up to the TAC would be unfair. If the project team wants to include the CLRP then they should inform the TAC accordingly. This would allow the TAC to then can go back and check with their represented organizations and jurisdictions.

Kuhns added that whatever the MIS ends up recommending as its final alternatives, the money to be used to implement these recommendations will be coming from new revenue sources. The MIS findings will not be bumping any projects that are already on the CLRP.

Kuykendall suggested that Bruggeman review the ten projects that had been separated from the CLRP for special mention. Once briefed, TAC members would be able to go back and think about the reasoning and consequences and return to the next TAC meetings with comments.

Bruggeman reviewed the ten projects from CLRP that had direct bearing on the Universe of Alternatives:

1. Beltway HOV (from 95/395 to Dulles Toll Road) — funding for construction has been allocated; major impact on travel patterns.
2. Widening of Fairfax County/Franconia-Springfield Parkways — significant in a micro sense because they would become more significant feeders into the Corridor.
3. Loudoun County road improvements — not in the CLRP but could increase the role of many feeders from Loudoun County into Corridor.
4. HOV lanes on I-66 west of Gainesville — this overlaps with one of our initial alternatives; the issue here is one of finance not travel patterns.
5. Road improvements to I-66 from Gainesville to Manassas.
6. Upgrade of US 50 to 8 lanes (I-66 to Fairfax City) —this is a cost rather than a travel related issue.
7. Upgrade of US 50 to 6 lanes (Fairfax in to Arlington) — cost issue rather than a travel issue.
8. Route 28 Bypass in Manassas — changes travel patterns in Centreville area.
9. Upgrade of US 29 to 6 lanes (Fairfax City in to Beltway) — as a reliever, no beltway interchange; could possibly be one of the I-66 alternatives.
10. VRE Western Fairfax County station — minor affects on our study, the station has not been located.

Blaser mentioned the current rail relocation study (VRE) that was underway and wanted to know if the forecasting model would care if the rail was at-grade or not-at-grade. Bruggeman answered that the model would not be sensitive to the at-grade/not-at-grade characteristic.

Wolsfeld encouraged TAC members to bring their comments regarding the CLRP listing to the October 19th meeting.

#### **CITIZEN INFORMATION MEETINGS**

The project team had reserved the dates of November 14 and 15 (PW County, Stonewall Jackson High School and Fairfax County, Centreville High School) for the I-66 Citizen Information Meetings. These dates were chosen around elections (11/7), Thanksgiving (11/23), Beltway public meetings (11/27 & 11/29) and the ongoing WASHCOG "Vision" meetings.

A decision was made to start Citizen Information Meetings at 7:30pm to allow residents travel time after work.

Wolsfeld went on to describe the typical agenda for the meetings:

- Overview: what is an MIS, who is involved, what is involved, what are the products
- Talk about problems (but not in Purpose and Need terminology)
- Initial look at some alternatives
- Break out into groups (10-15): series of tables, comment sheet, maps and drawings, blank maps w/markers, results of input presented at next round of public meetings in January

Kathy Ichter (Fairfax County) suggested that the smaller group sessions would be more productive if they were more structured or were facilitated (particularly when you will be discussing problems within the corridor). It would be better to give participants a set of choices to comment on or choose from rather than giving them an empty slate with which to work.

Blaser mentioned that PW Board typically meets on Tuesday evenings and that a public meeting on November 14 would be in conflict with this. Carol Ann Perovshek (Mary Means & Associates) would double check for possible scheduling conflicts with PW County.

Kuhns added that proceeding on technical issues would be fine at this point. However, he still had concerns proceeding with public involvement without a policy committee in place. He wanted to know if Marie Travesky will have met with officials before the November public meetings and whether or not public officials would be expected to speak at the public meetings.

Wolsfeld replied that Travesky will have informed all officials of the MIS by the public meetings and public officials would have no speaking role in the meetings.

Kuykendall stated that the WASHCOG TPB was expected to officially designate the project as an MIS on October 18.

Kuykendall announced that the October 19th TAC meeting would begin at 1pm.

Pant asked that the group reach some kind of closure regarding the list of 10 CLRP projects that were under question for inclusion into the Base Case: He suggested going with those projects on the list that were part of the CLRP and anyone that had a problem with that should speak out at the October 19 TAC meeting. All concurred to his suggestion.

Wolsfeld concluded discussion with highlights of the October 19 TAC meeting agenda (resolution on P&N Statement, Universe of Alternatives, Base Case/CLRP, I-66 newsletter).

*The meeting was adjourned at noon.*

**AGENDA**  
**I-66 MIS • TAC MEETING**  
**THURSDAY, SEPTEMBER 21, 1995 • 1:00 - 4:00 PM**  
**NORTHERN VIRGINIA DISTRICT OFFICE • LOWER CONFERENCE ROOM**

1. MINUTES OF LAST MEETING - ATTACHMENT #1
2. PURPOSE & NEED STATEMENT - ATTACHMENT #2
3. DISCUSSION OF NO BUILD/BASE CASE - ATTACHMENT #3
  - Study Area
  - Non-Study Area
4. UNIVERSE OF ALTERNATIVES - ATTACHMENT #4
5. PROCESS TO SCREEN UNIVERSE OF ALTERNATIVES - ATTACHMENT #5
6. PUBLIC INVOLVEMENT PROGRAM REPORT
  - Key Person Interviews
  - Mailing List
  - Public Workshops: October 18 and October 19, 1995
7. OVERVIEW OF METHODS REPORTS (TO BE HANDED OUT AT MEETING)
  - Travel Demand Forecasting
  - Station Area Planning
  - Cost Estimating
  - Public/Agency Involvement
  - Alternatives Evaluation
8. MEETING TO DISCUSS METHODS REPORT: OCTOBER 4, 1995
  - 9:00-11:00 AM - Travel Demand Forecasting
  - 11:00-12:00 Noon - Station Area Planning
  - 12:00-12:30 PM - Lunch will be provided
  - 12:30-2:30 PM - Alternatives Evaluation
  - 2:30-3:30 PM - Cost Estimating
  - 3:30-4:00 PM - Public/Agency Involvement
9. DECISION ON NEED FOR SPECIAL TAC MEETING ON SEPTEMBER 27, 1995
10. OTHER
11. NEXT MEETING: OCTOBER 19, 1995

**I-66 TAC MEETING MINUTES**

**September 21, 1995**

**VDOT NOVA District Office**

**Lower Conference Room**

**Attending:**

**TAC Members and Representatives**

Kathleen Benton, NVTC

Tom Blaser, Prince Wm. County

Ed Cordero, FHWA

Angela Fogle, Fairfax County

James Hamre, Arlington County

Corey Hill, VRE

Phil Hopkins, VDOT TPD

Pierce Homer, Prince Wm. County

Bob Kuhns, City of Fairfax

John R. Nesselrodt, VDOT TPD

Shiva Pant, Fairfax County

Carolyn Panker, VDOT NOVA

Valerie Pardo, VDOT NOVA

George Phillips, Loudon County Transportation

Steve Rapley, FHWA Region III

Steve Roberts, VRE

Richard Stevens, WMATA

Bob Wilson, Prince Wm. County

Carolyn Zeller, VDOT NOVA

**Project Management**

Farid Bigdeli, VDOT NOVA TPD

Donna Kennon, DRPT

Gary Kuykendall, Project Manager, DRPT

**Consultant Team**

Lewis Grimm, T.Y. Lin International

Carol Ann Perovshek, Mary Means & Associates

Marie Travesky, Travesky & Associates

Dick Wolsfeld, Consultant Team Leader, BRW

**ITEM 1: MINUTES OF THE LAST MEETING**

Suggestion from the floor that TAC members receive meeting minutes at least one full day before next TAC meeting.



## ITEM 2: PURPOSE & NEEDS STATEMENT

Dick Wolsfeld (BRW) explained that the current P&N Statement was an expanded version of the one introduced at the August 10th TAC meeting. Also, all were reminded that the P&N Statement will be continually updated as travel forecasts and screens are carried out. Agreement was reached to remove #8 from the P&N Statement because it duplicates items #1 and #2.

Robert Wilson (Prince William County) stated that TAC members from Prince William county wished to reserve any comment on the P&N Statement because they had not had sufficient time to review the information prior to the meeting.

Kathleen Benton (NVTC) was under the impression that #10 would make reference to rail freight. Wolsfeld agreed that the reference to rail freight should have been included in the text and would be added.

After a question from the floor regarding the size of the Primary Study Area, Gary Kuykendall (VDRPT) reminded members that areas outside of the drawn boundary line would still be considered when doing this study.

Wolsfeld stated that the Purpose & Need Statement will serve as a foundation for any future EIS.

Tom Blaser (Prince Wm. County) expressed concern over the confusion between VDOT, Wash COG, PW County and the consultants regarding transportation data. Blaser also added that according to the central VDOT office, PW County was not included in Round 5.2.

Wolsfeld agreed that this was an important issue and that the team would investigate it further.

Pierce Homer (Prince Wm. County) requested an opportunity to review the data that eventually would be used in forecasting to make sure that it is correct.

Wolsfeld requested that members continue to review the Purpose & Need Statement and bring comments to next scheduled TAC meeting.

## ITEM 3: DISCUSSION OF NO BUILD\BASE CASE

Wolsfeld opened by stating that the No Build/Base case would consist of:

1. TIP projects within the Primary Study Area
2. CLRP outside of the Primary Study Area.

Homer voiced concern with just using TIP within the Study Area.

Carolyn Zeller (VDOT NOVA) explained that the intensity of the two year study and elimination process used in determining the CLRP has caused officials (and others) to believe that what is in the CLRP is going to get built.

Homer commented that reference to purchasing track from Norfolk Southern be added to the text description of 5C.

Steve Roberts (VRE) replied that purchase is not necessarily a requirement for an extension to Nokesville to occur.

Wolsfeld added that purchasing was only one option and not the central issue regarding this alternative.

#### Alternative 6A, 6B and 6C: Basic Rail to Dulles Airport and Centreville/Manassas

Wilson commented that this alternative is already "fatal flawed" out.

Pant added that some of the rail alternative s definitely have fatal flaws.

Kuhns suggested that if you are to go out of I-66 median with the rail, it would be better to look at all possible routes. He also suggested that this alternative take into consideration George Mason University.

James Hamre (Arlington County) stated that restricting new rail lines to existing road corridors might not be the best solution.

#### Alternative 7A and 7B: Metro-like Rail to Centreville and Dulles Airport

Wilson commented that the use of the word "Metro-like" is confusing. The general public understands "Metro" so say Metro.

Hamre suggested the consideration of 234 rather than 28 as a route to Dulles.

Blaser stated that Prince William representatives will comment on all Metro-like Rail alternatives, but is not sure that any of them hold any potential.

Kuhns stated that Traffic Analysis Zones are not compatible.

### **ITEM 5: PROCESS TO SCREEN UNIVERSE OF ALTERNATIVES**

No comments.

### **ITEM 6: PUBLIC INVOLVEMENT PROGRAM REPORT**

Wilson stated that Prince William representatives do not believe that the project is ready for October public workshops.

Pant also agreed that public workshops in October would be inappropriate considering the number of unresolved issues among the TAC. He added that having an "innocent" agenda at a public meeting does not guarantee innocent questions from the audience.

Wilson added that public officials must be well-versed about this project before any public meetings occur. Prince William does not want to commit to October public meetings.

Ed Cordero (FHWA) stated that if the TAC does not agree upon the Universe of Alternatives then public meetings should wait.

Wilson added that the TAC has not even agreed upon the Purpose & Need for this MIS.

Zeller commented that the discomfort level with the October public meetings was too high to proceed with them. PW and Fairfax officials must be briefed before going public.

Stevens wanted to know if TAC could be informed as to what agencies/officials would be interviewed and when.

Wilson urged that the entire Board of Supervisors should be addressed and briefed not just the Chairperson. He added that the date of the public meetings should be driven by the progress that the TAC and Project Team make.

Gary Kuykendall (DRPT) closed the discussion by stating that the October public meetings would not be held.

#### **ITEM 7: METHODS REPORT OVERVIEWS**

Wolsfeld stated that copies of the Methods Reports Overviews would be made available for pick-up at the end of the meeting. Please sign sheet as you pickup a copy. Those that do not sign will receive a copy via mail.

#### **ITEM 8: METHODS REPORT MEETING**

Wolsfeld explained that it would be an all day meeting. TAC members were encouraged to attend as many of the sessions as possible.

Wolsfeld asked that comments on the Purpose & Need Statement and the Universe of Alternatives be submitted by October 4th. Discussion on alternatives will resume at October 19th TAC meeting.

#### **ITEM 9: NEED FOR A SPECIAL TAC MEETING ON SEPTEMBER 27TH**

Wolsfeld stated that no meeting will be held on September 27th.

#### **ITEM 10: OTHER**

Nothing to report.

*Meeting was adjourned at 4:30pm.*

**AGENDA**  
**I-66 MIS • TAC MEETING**  
**THURSDAY, AUGUST 10, 1995 • 12:00 PM**  
**NORTHERN VIRGINIA DISTRICT OFFICE • LOWER CONFERENCE ROOM**

1. Introductions
2. Role of TAC
3. Review of Draft Project Management Plan - Attachment #1
4. I-66 Problem Statement (Overview) - Attachment #2
5. Study Area Definition - Attachment #3
  - Transit Service Area
  - Physical Improvement Area for Highway/Fixed Guideway Alternative
6. Discussion on Initial List of Universe of Conceptual Alternatives - Attachment #4
7. Travel Forecasting
  - Overview of Approach
  - Travel Shed/Model Validation Area
  - No-Build Facilities
  - Other Build Facilities (e.g., Dulles, Western By-pass, Capital Beltway, Etc.)
8. Public/Agency Participation Program
9. Relationship of Route 29 By-pass Study to I-66 MIS
10. Background Data/Studies/Plans/Base Maps
11. Status of GIS in Corridor
12. Other
  - Tour of Corridor
  - Regular Meeting Date and Time
  - I-66 MIS Telephone Number

## I-66 TAC MEETING MINUTES

August 10, 1995

VDOT NOVA District Office  
Lower Conference Room

### TAC Members:

Steve Roberts, VRE  
Bruce Turner, FHWA  
Ed Cordero, FHWA  
Dirk Young, PRTC  
Rick Stevens, WMATA  
Rod Burfield, WMATA  
Tom Blase, (rep. Robert Wilson) Prince Wm. County  
Kathleen Benton, NVTC  
Steve Rapley, FHWA Region III  
Bob Kuhns, City of Fairfax  
Patty Nicoson, Arlington County  
Randy Hodgson, Fauquier County  
Jim Hogan, (rep. Ron Kirby) Wash COG, TPB  
Sanjeev Malhotra, Loudon County  
Bill Lebegern, MWAA  
John R. Nesselrodt, VDOT Transportation Planning  
Farid Bigdeli, VDOT NOVA Transportation Planning  
Shiva Pant, Fairfax County  
Carolyn Zeller, VDOT NOVA  
Angela Fogle, Fairfax County  
Corey Hill, VRE  
Ann King, VRE

### Project Management Team:

Gary Kuykendall, Project Manager, DRPT  
Donna Kennon, DRPT  
Dick Wolsfeld, Consultant Team Leader, BRW, Inc.  
Reed Winslow, Dewberry & Davis  
Lewis Grimm, T.Y. Lin  
Diana Mendes, WRT  
Marie Travesky, Travesky & Associates  
Carol Ann Perovshek, Mary Means & Associates  
Patrick Coleman, KPMG Peat Marwick  
Bill Allen, Transportation Consultant  
Sheldon Fialkoff, BRW  
Derek Crider, BRW

## INTRODUCTIONS AND THE ROLE OF THE TAC

The meeting opened at 12:25 with welcomes from Gary Kuykendall (DRPT) followed by project and consultant team member introductions. Kuykendall then handed out an I-66 MIS Project Organization chart to all participants, and reviewed the role of the TAC within the project and team framework.

### ITEM 3: REVIEW OF DRAFT MANAGEMENT PLAN

Dick Wolsfeld (BRW) reviewed the draft Project Management Plan, and described the thirteen project tasks while using the Work Flow Diagram to show how the tasks related and overlapped.

Wolsfeld explained that the project was in week 4 according to the Work Flow Diagram and had been delayed a bit due to some issues that were still being resolved. One of the issues was how to deal with the Route 29. Dick explained that there will be a fairly loose relationship between the I-66 project and Route 29. TAC meetings and project team members will definitely deal with Route 29, however, I-66 public workshops will not; separate Route 29 meetings will be held. Kuykendall added that concerns of FHWA over the cost and level of detail of Major Investment Studies in Virginia have also caused a delay, but that the issues have been resolved. The only remaining issue centers on the requirement of Methodology Reports. Procedurally, they are not required, but if someone asks that one be developed you must produce it in a timely manner -- so they indirectly become required. The combination of these issues has pushed the project back about 4-5 weeks.

Steve Roberts (VRE) inquired as to who would be responsible for forecasting travel demand?

Wolsfeld replied that KPMG would take the lead on this component of the project with help from Bill Allen. He also added that traffic models would be discussed in greater detail later in the meeting.

Rick Stevens (WMATA) then asked if the I-66 MIS (with or without rail) would be tied to Dulles Toll Road. Wolsfeld replied that the I-66 project would not only take into consideration the Dulles study, but all the corridor studies going on in the region.

Steve Rapley then emphasized that what is intended by an MIS is largely misunderstood by the general public. The public thinks that you have already decided what you are going to do. We lose them when we title each MIS by facility. They do not realize that the study is not just limited to the corridor as named.

Stevens then asked for clarification on the Route 29 issue. Wolsfeld explained that a Route 29 Bypass Study from Warrenton to Centreville was added to the I-66 project budget by VDOT. Route 29 will be coordinated with I-66 MIS, but it is not an integral part of it. We do not want the public to believe that there is a marriage between these two projects. It would be too difficult to handle both at public meetings. Public meetings for I-66 and Route 29 will be separate.

Ed Cordero (FHWA) commented that the Purpose and Need area of the Work Flow Diagram is very small. He suggested that the team get input from as many people as possible regarding Purpose and Need, for it will determine your objectives and goals. Wolsfeld agreed and reiterated that the Needs and Purpose will be continually updated as we learn about the corridor. They will evolve with the project.

Rapley asked if environmental agencies were going to be involved in environmental screenings. Wolsfeld answered with a definite yes. He pointed out that an interagency coordinating committee as been set up and will be introduced to the I-66 MIS at a meeting in October. Kuykendall added that DRTP is eager to see how interagency committee will respond to being brought in so early on a project. We also want to find out how the committee would most like to be kept informed about I-66 and how often.

#### ITEM 4: I-66 PROBLEM STATEMENT (overview)

Wolsfeld then closed discussion on the Project Management Plan and moved on to the next item on the meeting agenda: Problem Statement: Purpose and Need. After a quick review of the Initial List of Transportation Problems in I-66 corridor (attachment #2), Wolsfeld opened the floor up for comments and suggestions.

Kathleen Benton (NVTC) suggested the word "transit" be added to #5 to read: "Lack of transit access to employment opportunities in corridor."

Stevens asked that the word "multi-modal" be substituted for "complex" in #7: "Need for improved coordination and management of the multi-modal transportation system in the corridor."

Bruce Turner (FHWA) asked if there might be a better way to convey the need to better manage and coordinate the movement of goods in the corridor.

Stevens, referring to #9, commented that a "lack of resources" is really a region-wide problem not just a corridor problem. To which Rapley suggested that "lack of" be changed to "limited."

Bill Lebegern (MWAA) wanted to know if HOV is considered a part of "transportation systems" referred to in #7. Wolsfeld stated that HOV is included as well as roadway improvements.

Lebegern wanted to know if the team had thought about how to deal with the relationship between land use and transportation. Robert Wilson commented that this MIS should not dictate land use. However, Wolsfeld added that we can touch upon the implications that decisions will have on land use. We will be using forecasts from COG and inputting them into our model. This is the process and also the problem. We will create alternatives based on land use patterns that we are given. However, we will say, if you 'twirk' land use like this, what does this do for your transportation system design? After much discussion on the issue of land use and development, the majority voted to

reword #3 to read: "Existing and forecasted dispersion of population and employment throughout the corridor and the associated travel patterns."

Stevens emphasized the fact that travel patterns within the study region are not linear, they are very diverse. Wolsfeld agreed, adding that this would be the biggest challenge: What kind of investment decision do you make when travel patterns are changing all the time?

Tom Blase (Prince William County) wanted to know if there was going to be some sort of Policy Committee on this project. Kuykendall commented that project management is currently having internal discussions related to the necessity of a Policy Committee. Kuykendall hoped that the interagency meeting on September 19 will help define coordination and dissemination of information. He plans to discuss this issue at length with Secretary Martinez upon his return from vacation.

Blase suggested a rewording of #8: "Corridor infrastructure inadequately serves that travel demands associated with current and projected land use."

Bob Kuhns (City of Fairfax) commented that #6 was misleading because aging corridor infrastructure isn't really the problem, but rather that it is the physical limitations of the corridor that presents problems. The corridor is developed, making it very difficult to improve or expand infrastructure. Because of the confinement, people's travel patterns are taking on a "tacking and sailing" characteristic. Travelers are using east/west routes to travel north/south. There are studies going on right now looking at what to do to address this.

Cordero wanted to stress the issue of SOV. Is it truly an issue? Should it be brought out and highlighted in the study? Wolsfeld stated that SOV will be covered/answered in travel demand forecasts.

Benton suggested a rewording for #1: "High level of existing vehicular congestion in both peak periods."

Turner mentioned that none of those present at the meeting had strong experience in MIS development, but, he felt that the more narrowly you defined your problems and needs, the smaller your pool of alternatives becomes. The way you craft your problem/needs list will ultimately determine what alternatives you will have to choose from later. Try to come up with broad category problem/need paragraphs rather than single statements.

Wolsfeld confirmed Turner's statement and added that the list before them was the initial set of problem/need statements not the final set. He envisioned paragraphs evolving as the project continued and saw nothing wrong with adding to this initial list as more needs would be identified.



## ITEM 5: STUDY AREA DEFINITION

Wolsfeld referred the committee to Attachment #3 which was a map of the I-66 transit corridor entitled "Study Area." He explained that the study area was defined by the transit service area rather than the vehicular service area, stating that using the latter would create too large of a study area.

Concern was voiced by Hogan and Stevens that drawing boundary lines implies a much too narrow vision for the corridor. Wolsfeld explained that information gathering and analysis would go beyond the boundaries shown on the map, but that major recommendations for investment would be confined to within the boundaries. The boundaries are being used so people know where our project area is, and that they realize we are not proposing anything for the Dulles or Beltway corridors.

There was a suggestion to extend the eastern boundary of the study area to include West Falls Church, and a question on the inclusion or consideration of Tyson's Corner. Stevens added that eventual solutions may carry the project as far out as Tyson's, Falls Church or Springfield, but it may not be necessary to have them included upfront.

Hogan suggested that the team should define regional and sub-regional needs and issues and consider them when analyzing. With eventual recommendations/actions occurring within boundaried area.

Sanjeev Malhortra (Loudon County) expressed concern regarding whether I-66 MIS will be with or without rail, and its relationship with Dulles and Beltway studies. He stated that if I-66 did not include rail, then its focus will be on the 66/Beltway interchange.

Rapley suggested that another map be generated showing the associated studies throughout the area. Wolsfeld explained such a map depicting all current transportation studies was already being developed for the information package that will be used at the key person interviews.

It was put to a vote and consensus was reached to rename the map: PRIMARY STUDY AREA.

## ITEM 6: CONCEPTUAL ALTERNATIVES

Wolsfeld reviewed Attachment #4 entitled "Initial List of Universe of Conceptual Alternatives." He added that the team was to develop 15 alternatives per the contract. And that the initial list assumes that E&C are in the TIP.

Based on E&C being in TIP, it was mentioned that extending HOV/Busway to Gainesville be removed from the alternative list. It was also suggested that HOV/Busway service along parallel routes be considered as part of the study.

Roberts (VRE) stated that extending rail to Nokesville would not be appropriate. He added that taking out to Culpepper or Charlottesville would make more sense.

When asked if the study would be considering light rail service in general, Wolsfeld replied that although light rail is considered a separate service, the study will look at it.

Kuhns inquired as to whether or not light rail along Lee Highway (Route 50) out to the parks was still being considered. He also suggested that the study not only consider light rail out of the corridor to Chantilly but also taking it to Dulles.

It was suggested that the METRO Service Extension alternative be changed, dropping any reference to Fair Lakes, to read:

- Extend to Centreville
- in median
- out of median

Burfield cautioned the team about automatically limiting itself to taking heavy rail out to Centreville and then continuing on with light rail service. Kuykendall stated that there were several reasons why light rail was being limited in preliminary reports and studies. Wolsfeld suggested that if the study was going to consider road improvements on routes 50 and 29, why not look at light rail improvements along these routes too.

Wolsfeld stated that roadway improvements would be part of the alternative list unless there was strong opposition on the part of the TAC. The study team is aware of air quality restrictions but feel roadway improvements need consideration.

Blaser suggested that modeling forecasts would identify strong links and perhaps we should wait for that data before we really start deciding alternatives. He also felt that it was too early to limit the I-66 roadway improvements alternative to inside Route 50. Malhotra seconded this concern.

Hogan cautioned that the order in which you deal with alternatives is critical. No build must go first. If forecasts end up showing something important outside of our study area, then it can become a recommendation for further study.

After a short conversation about the relationships between the I-66, Dulles, Beltway, and Route 29 studies, Kuykendall interjected that the discussion seemed to be centering on a network analysis, which is great, but also something that is way beyond our study.

Kuhns mentioned that studies are already underway regarding upgrades on Routes 50 and 29. The I-66 MIS alternatives for these roadways should consider these studies.

Blaser suggested that the roadway improvements alternatives include Route 123. While Roberts suggested that Route 28 be added for consideration. Wolsfeld explained that this was an initial listing of alternatives, and that it will probably change after forecasts are conducted.

*At 2:40pm participants took a five minute break.*